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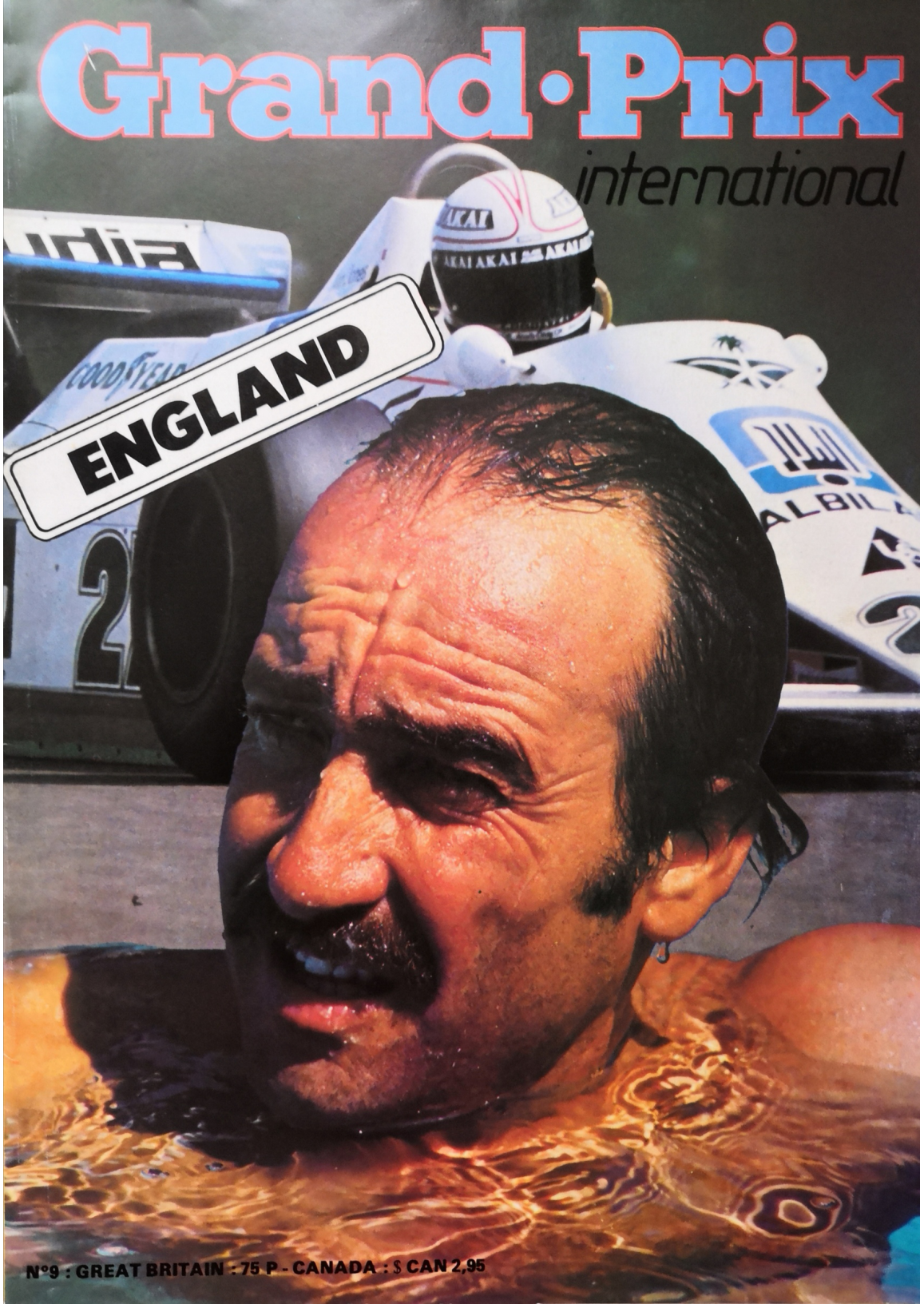
international



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Page 12: in his first full season, Nelson Piquet has almost proved the equal of Niki Lauda. The Brazilian is one of this year's finds.

Page 42: without doubt, Jody Scheckter has the best chance of taking the World Championship. Jeff Hutchinson has been to see him in the peace and quiet of his own home between races.

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Grand·Prix international

IS ONE SALE 10 DAYS AFTER EACH GRAND PRIX.

Imagine that Rene Arnoux had won the French Grand Prix taking victory from Jean-Pierre Jabouille who has had so much to do with Renault's success... Following the British Grand Prix, Jones knows what it's like to have to hand victory to your number two driver. For two years Jones has been faithful to Williams, even though success always seems to have passed them both by. This year, the Australian should have won the Belgian Grand Prix, even the Monaco race. The British Grand Prix looked to be his race after he dominated practice and the early stages of the race. But his engine didn't think so, and Alan once more had to leave a circuit feeling that growing frustration, and waiting for the next race.
Clay Regazzoni, a solid back-up to his unhappy teammate, found himself inheriting the fruits of victory thanks to the superiority of the Williams FW 07, following Jabouille's retirement. While Ligier and Ferrari dominated the first half-season, Williams and Renault seem set to do the same during the second half. Regazzoni was the sixth winner from nine races in a competitive championship. Such are the changes in a season which is beginning to show up two major faults : the World Championship is more a championship for constructors than drivers, and the cars are beginning to get a bit too fast. Some people behind the scenes reckon that Formula One is a heading for a tragedy.

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The paddock in Silverstone

GAILLARD :OK FOR THE SEASON

When Mo Nunn asked Patrick Gaillard to drive the Ensign at the French Grand Prix, he made no further promises as to the future, simply wanting to try out the young Frenchman. After the French Grand Prix, Mo Nunn was sufficiently impressed by Gaillard to run him at Silverstone, where Patrick managed to qualify the Ensign MN179 for the first time this season. After that, Nunn promised Gaillard that he would drive in the team for the rest of the season.

ATS-GOODYEAR : RECONCILIATION

Remember the ATS team pulled out of the French Grand Prix following a disagreement with Goodyear. Gunter Schmid even threatened to take legal action in order to stop Goodyear entering Germany for the Grand Prix there. At the same time, one wondered what would happen to the ATS team without tyres. But the truck was there in the paddock on the eve of the first practice session at Silverstone, but the car didn't go out to practice the next day : no tyres. Luckily for Hans Stuck, Schmid arrived late at the circuit, by helicopter with a contract signed by Goodyear, and the ATS was able to take part in practice as normal.

Furthermore, the new ATS is due to make its debut at Hockenheim. It will have a much more rigid monocoque, completely designed by Nigel Stroud (ex-Hesketh) and with bodywork reminiscent of the Williams. Unfortunately, Fred Opert has left the team, and it was obvious that the team were suffering without a team manager.

GERMANY : BRAMBILLA RETURNS ?

Bruno Giacomelli was at Silverstone in order to take part in the Procar event, and told us that the Formula One Alfa-Alfa would probably make its next appearance at Hockenheim, following its earlier races at Zolder and Dijon. If that's the case, Bruno won't drive the Alfa in Germany. He's concentrating on the programme concerning the new monocoque which should appear for the first time at Monza. The current Formula Two champion will probably replaced by Vittorio Brambilla, still under contract with Autodelta.

TEMPORARY RETIREMENT FOR THE LOTUS 80 ?

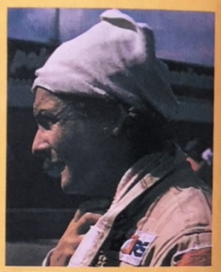
Although the Lotus 80 has run at every Grand Prix since the Spanish, it wasn't at Silverstone. Mario Andretti was back in the cockpit of his old 79, whose front suspension had benn modified. The 80 had been considered uncompetitive by both its driver and designer, and will now undergoe a complete cure in order to get it competitive. If sufficient progress isn't made during these tests, then Chapman reckons that he must purely and simply retire the car altogether.

« We're going develop it stage by stage, completely methodically, » explained Nigel Bennett. The programme has already been started : Bob Evans drove the car the day before the British Grand Prix on the Lotus test track. Aerodynamic modifications made to the car weren't successful : *« we're going to have to change a lot of things before the car is competitive, »* added Bennett.

Chapman has decided to concentrate on the 79 while the 80 is developed to a competitive level. The 79 should be considerably modified before the German Grand Prix. The greatest addition will be the rear end of the 80 : outboard brakes, the same suspension, the enclosing bodywork and a new gearbox. It'll almost be a new car in fact.....

FITTIPALDI F6 : MORE PROBLEMS

Emerson Fittipaldi told us that he would be driving his reworked Copersucar F6 at the British Grand Prix, the modifications done by designer Caliri. But no, he was still in his faithful F5 at Silverstone. The F6 bodywork, made in Italy, had been delayed again and again by strikes and Emerson won't be using his new F6 until the German Grand Prix....providing all goes well. *« I still bear the cross, »* smiled the former World Champion philosophically.



LAUDA'S OPTIONS

Niki Lauda doesn't waste time. Already he's thinking of next season, and it seems that there are three options open to him if one is to believe the usual rumours that are circulating. Walter Wolf has once again approached him. Furthermore, there are rumours of a BMW 1.5 turbo four cylinder engine, to be used in association with McLaren or March, and Niki could be involved. Finally, they're talking again about a Renault-Lauda combination, even though the two Renault drivers would seem to be doing as well as they could be. Whatever, one thing is for certain, Lauda isn't staying with Brabham. Niki has said that he would know for certain at Hockenheim for which team he would be driving next year. Gerard Larrousse has also said that he would be announcing his team for next year in Germany. So.....

PROCAR : LAUDA AS AT MONACO

Both Brabham drivers were on the Procar grid the day before the British Grand Prix. Although Piquet led off the line, Lauda overtook him on the sixth of the 20 laps, and then Niki pulled away finishing seven seconds in front of his Brazilian teammate. It was his seconds BMW Procar win of the season after Monaco. Hottinger, Stuck and Jones finished behind the Brabham pair, in front of Quester who finished despite an accident with Hezemans on the last lap as they were going through the chicane.

JONES-WILLIAMS: IT'S SIGNED

Despite being contacted by both McLaren and Wolf, Alan Jones has finally decided to stay faithful to the Williams team for next year. Frank announced that he had reached agreement to retain his number on driver for 1980. *« But it consists of an option, not a definite contract, »* explained the English constructor. The situation concerning Regazzoni isn't all that clear however. *« I'm going to decide in a month, »* Frank announced, Perhaps his victory at Silverstone will help Clay keep his place within the team, at least unless he wants to retire, or could Frank want to take on a younger driver ?

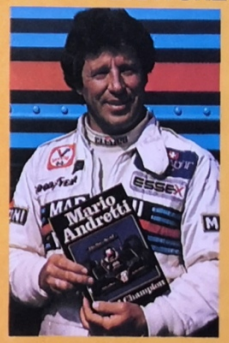
THE REBAQUE FORMULA ONE

Hector Rebaque, the wealthy Mexican driver, will have his own car next year. A Rebaque is currently under construction in England at the Penske works. The first appearance of the car should be at the South African Grand Prix in 1980. Rebaque and his team manager Reinhardt took the decision to go ahead and build their own car following difficulties in getting a second Lotus 79 - which Chapman still can't deliver as the 80 isn't proving to be competitive.

CANDY : CLEANLINESS IS...

Tyrrell's new sponsors Candy, the Italian washing machine firm, have announced a new award which will naturally be for the tidiest and cleanest driver. A jury of journalists will meet at the end of each Grand Prix to decide on the cleanest driver, and to award points accordingly. The driver with the most number of points at the end of the season will take the trophy.

MARIO ANDRETTI AND LITERATURE



The Tuesday before the British Grand Prix, Mario Andretti introduced his book « World Champion », written with the help of our colleague from Autosport, Nigel Roebuck. The book has a preface by Colin Chapman, and retraces, step by step, Mario's path to the World Championship last year. It tells the story of that year in detail, putting across a vibrant man's view of it, and also his hommage to Ronnie Peterson who was so associated with that success. *« I love to win, that's all, »* is the message that Mario puts across on every page.

A RACE, A MECHANIC : DANIEL PERNOUD

We've already told you about an English mechanic working with a French team : Chris Lewis who works for Ligier. So here's the story of a young Frenchman, only 22 years old, Daniel Pernoud, who works for an Anglo-German team : ATS. Fromula One is really International at all levels.

He always seems to be happy, like a kid having a good time. But Daniel Pernoud, like his fellow mechanics who may be older than he and more experienced, takes his responsibilities seriously. Even so, to work at a track is more a joy for him than a job, and that's not at the cost of either competence nor concentration. *« I think I'm a good mechanic, »* he admits without dishonesty. *« Age really has nothing to do with it. I'm a qualified machinist, and I'm good at working with plastics, having worked from an early age with my brother who rallied. I learnt a lot thanks to two seasons in Formula Two with Elf-Switzerland and Fred Opert. What I need now is further experience . I almost know how to do everything, but there's still more to learn. You discover a little more every day, but Formula One develops very quickly. »*

Being a full time mechanic in Formula One at 22 might seem to be a big step, but Daniel Pernoud has always been a few stages ahead of his years. At 21, he was already the head of a family, so it seems perfectly normal for him to be in the big time, even though it may not be with a top team.

« I've got to this stage almost naturally, for two reasons : firstly I like mechanical things, and secondly, I get on with people. I was with Fred Opert in Formula Two last year, we had a good team. When Fred became team manager for ATS, he took me with him. That's how I got into Formula One. Now Fred has left, but I know that I can join him in the States and work in his Formula Atlantic team if I want. »

He's nicknamed Froggie in the team because of his Nationality, but he lives up to that name with his spring and bounce. He's always joking, but is never immobile nor standing around doing nothing. *« I feel good in the team with the other ex-Opert people. The team-spirit is all due to Fred. Last year in Formula Two we went back to the factory very rarely, we were always together. Fred knew what we enjoyed. »*

- Have you had problems with the language ?

« At the start, yes. When I started with Fred, I couldn't speak English. I had to learn it quickly, including all the jargon about racing cars. If I hadn't, Fred wouldn't have kept me on. Now I'm OK. »

- Do you have a good relationship with Hans Stuck ?

« Yes, very good. He seems to be cold, but he's actually very good humoured. When he comes to the factory he never stops joking about. But he doesn't come very often. That's the problem with English teams and foreign drivers. When I was with Elf-Switzerland, Jabouille was at the workshop every day to check the cars. »

His ambition is clear : to stay in Formula One. *« Since I've been in Formula One, I've really enjoyed it. The atmosphere is tremendous, it's a big circus, very well organised. Naturally we don't see other mechanics from other teams very often, but I always manage to see some of the others. When I was in Formula Two the mechanics didn't seem to like Formula One. But now I'm working here, I hope to stay as long as possible. I could stay here with ATS, or I could move to McLaren or Renault. »*

But Daniel Pernoud may not spend all his life working at Grands Prix, he's got other ideas. *« If Fred got a USAC team together, I'd go to the States the next day to work for him. That would be fantastic. »*

THE OLD COWBOY AND HIS THOROUGHBRED ARAB

Clay Regazzoni, the Old Man of Grand Prix racing, after his fifth victory in a long career, was having trouble getting out of his cockpit because of one of his mechanics was hanging around his neck. It was to congratulate him, of course, and to thank him for finally have brought the Arab-sponsored team's their first and long-awaited win.
But the joy and happiness of the occasion didn't preclude business courtesy. As discreetly as possible, Yui, the little Japanese mechanic on Williams No 28, held out a piece of paper to his driver. On the white sheet, quickly scribbled in a shaky hand in pencil, between two exclamations marks, was written this brief message: "Don't forget, no Champain."

by Mario Luini

Regazzoni : his fifth win in 123 Grands Prix.

Clay hasn't had that winning taste since Long Beach in 1976. At that time he was allowed to drink Champagne.

Alan Jones : it will be his turn soon.

"Don't forget, no Champagne," such is life in today's world. While the Saudi sponsors find themselves with a World showcase in Formula One, they can't transgress the Muslem law that forbids their people to drink alcohol.
So there a special clause in the Jones and Regazzoni contracts that forbids these two to savour the traditional champagne on the podium. The sponsors problem is how can they use a win or success as publicity if one of the drivers they pay is openly and blatantly consuming champagne, something so against Arab laws, of which photographs could appear throughout the Arab world.
It seems that it doesn't stop whisky entering Arab states by the truck-load, with the blessing of certain dignitaries, but then that's another story.

EMPTY HANDED

Regga's fifth win in the World Championship gave him a strange after-taste. On the occasion, it was the metal of a can of orange juice brought to him by Yui at the same time as the morsel of protocol.
The precaution had been remembered, but it wasn't just the race that was about to worry him. His first words were to admit, with great honesty: *"I haven't deserved anything,"* he said with a nostalgic smile. *"It's the car you have to congratulate, the designer, Patrick Head who drew it, and Frank Williams who runs it... the car, not me."*
They were all there, the friends of the winner, those who we hadn't seen since his Ferrari days, those who "never doubted you," tapping the shoulder of "the youngest of the old school," showing their appreciation with noisy pats on the back or running their hands through his hair.
They barred the way for other friends, the real ones. They stayed at distance, discreet watching the ritual before retiring behind the pits. They know that Clay would meet them there later, once he had run the gauntlet that any GP winner has to run after the race.
Fighting his way through the crowd that had envaled the track, first of all he had to get onto the winner's rostrum. There was a moment of emotion: it had been thirty years, almost to the day, that Toulo de Graffenried, himself at Silverstone, had taken Switzerland's first Grand Prix victory at Silverstone. Eleven years later, but at Brands Hatch, Jo Siffert won his first Formula One race.
Regga politely declined the champagne but passed a bottle to Rene Arnoux and another to Jean-Pierre Jarier. The two men, slightly amused at their winner's contractual restraint, began the celebration by spraying their champagne. Regga, laughing, raised both hands. Empty.

A HARD DAY'S...

And then came the traditional lap of honour on the back of the lorry. Next came the press conference, expected, but not always given. Finally, the most difficult trip, back to the Williams truck, across the crowded paddock, through the autograph hunters, vulnerable to all those who wanted to congratulate the hero of the day. Even Jackie Stewart,

the Swiss driver's fiercest rival, embraced him. And Bernie Ecclestone too, the man who didn't want to hire Clay after the latter had left Ferrari.
There was a huge crowd in front of the Williams motorhome. Curiously, Frank Williams hadn't taken refuge inside though. He was answering questions outside on this memorable day. But when a journalist asked him for an in depth interview, he replied with his usual charm and politeness for which he is famous: *"no, not now... this evening if you like, my mind will be clearer... it's not a good time now... OK?"*
He's a character, a gentleman. That's been obvious for a long time. The day had been tough for him, as it always has been when the fruits of hard years have approached: that first Grand Prix win. Alan Jones dominated practice in an incredible way, and was equally dominating in the race, so his retirement a little after half distance was a terrible blow to the Williams team. It was too unfair.

THE BENEFIT OF THE DOUBT

The water pump on the engine of No 27 had seized, causing the engine to overheat and break. So there was no reason why this should not continue a series of bad luck that has persisted in the team since last year. No doubt Williams himself felt every second of the minutes from the 39th to the 68th and last lap. They may have been the hardest, but they at least ended in tremendous and happy relief.
Was he unhappy that Jones had set off as though nothing, but nothing, would stop him winning?
Certainly not. Williams, before becoming a constructor of racing cars was a driver himself and determination has never been one of his lesser qualities. But Jones's demonstration in those opening laps, and practice too, was pretty remarkable. Even though the result might have still been a win for Williams, there was still the memory of too many lost victories. From the pits, Williams frequently tried to lessen the pace of his number one driver. *"When he got back in a cloud of oil smoke from his engine, I said to him you went too fast. He looked at me, smiling sadly, shrugged his shoulders and said 'sorry, but I was pretty slow."*
Perhaps it was only a way of talking. Whatever it was, you can never tell from the outside the relation between Jones's very fast pace and his eventual mechanical failure which cost him certain victory. It's what you call the benefit of the doubt.
No doubt we'll be talking about him again at Hockenheim.

A SIMPLE CAR

In the caravan, several mysterious gentlemen with middle eastern complexions wait quietly. One of them, from time to time, looks at the door.
His dark skin, piercing eyes, his thick black hair betways his origin.
He glances at Franck in an authoritive manner, seeking news.

"He's coming," Franks tells him with a charming smile. *"He'll be here in a moment. Just wait a couple of minutes. I've been told that he's left the press room."* The other nods and disappears inside the motorhome.
"He's one of Prince Fahad's envoys," explains Frank in a low voice. *"He's with some of our Arab friends. They're waiting for Clay to congratulate him,"* he smiles, *"and to give him a few small presents."*
Then, realising that his wealthy sponsors are not the only ones waiting for the winner: *"Please, when Clay arrives, could you let him straight in to see them. They're not here for very long. They just want to thank him, to talk to him a bit... it's very important, for them, for Clay and for the team too. Afterwards, you can speak to him yourselves... OK?"*
Someone – perhaps to pass the time – asks him a questions: *"Frank, how do you explain your car's superiority?"* Williams smiles again, shrugs his shoulders, and spreads his hands in a gesture of innocence: *"There's nothing to it. It's a good car, uncomplicated, light, well thought out, nothing revolutionary... it's just a clean car."* One could ask more questions, but Frank seems to be floating on air. Besides, he seems far away, a long way from Silverstone.

FROM SILVERSTONE TO DIJON

Perhaps Goodyear's anti-Michelin offensive has something to do with the Williams victory at their local and fast track. The programme was started after Monaco and it has been seven weeks since private tested started. The sessions were dominated by Brabham first of all, then by Williams, the two makes which were well represented on the first two rows of the grid. They were the only ones to check the Renault-Turbo-Michelin progress.
Perhaps one can wonder if Ligier, who recently have run into their own internal problems, have not plaid the price in this situation.
For Goodyear to concentrate on one or two teams is only logical in their battle to beat Michelin, who themselves have only four cars to look after in two teams. Perhaps it's the same for Lotus. Wouldn't it be better for Goodyear to look elsewhere than to a team who are trying new suspension so often on what are now last year's cars.
Furthermore, Silverstone is to Williams, Brabham, Lotus and McLaren as Dijon is to Renault and Ligier. That's to say, the home circuit where they can easily test. That can make a difference. It will perhaps give the Regie confidence that the next Grands Prix are taking place on neutral gound – perhaps the future will bode well for them.

THE TWEAK

But after this long preamble comes one vital tweak fitted to the green and white cars which seemed so advantageous.
The tweak itself? It's not particularly complicated, a piece of bodywork under the car, narrowing towards the back end which keeps certain of the accessories like the fuel pump out of the air flow. The secret was well-kept. But on Thursday evening, after Jone's phenomenal lap, it was the talking-point in the paddock.
You had to corner the drivers in order to get some reasonable details about the tweak, if one wasn't satisfied with the rather vague descriptions that team managers try to fob off on those of us in this rather curious profession.
"It's an improvement that Jones tested a few days ago," admitted Clay, *"and which gained him almost a second a lap. Today, he was using a further improved version of the tweak. As it seems to be working, they're going to fit it onto my car for tomorrow's session."*
In fact after the first day's practice, there was a considerable gap between the two Williams. The tweaked No 27 was on pole at over 146 mph, 2"5 faster than the normal No 28, well placed, but seventh on the grid. But Clay's engine wasn't at its peak, and he hadn't really got the best from one set of qualifying tyres. But that didn't stop him hoping for the best, his team leader had highlighted that. *"He could get onto the front row,"* reckoned Frank Williams.

BARE LIVING

What he didn't say was that Clay had been put on the spot. That very evening, in fact, Alan Jones had signed a contract to stay with the Saudia-Williams team for another year. For Clay to be offered the same thing, he had to at least get onto the second row of the grid, and on raceday, he had to run behind Jones in order to ensure a 1-2.
It wasn't easy. Clay managed to get onto the second row, but he had to give best to he ever-improving Nelson Piquet who was third fastest. By now, he was balanced between semi-satisfaction of having half completed his mission – of course, he would have prefered the place on the grid directly in front of his own – and the happy feeling that he was at driving one of the best cars on the track.
It's always difficult to ask a driver why he hasn't gone quicker, and Regga is no exception to the rule. But that evening he had something to say. Remember that ever since wing cars first appeared, he's been a critic of them: *"too dangerous in their conception and their cornering speed, and furthermore, they don't demand enough of the driver"* was his comment. His tune had changed.

THANKS TO WHOM?

"It's really not possible," he enthused, *"the car is transformed. The car I drove today is so superior to the one I drove yesterday. It goes into the corners so quickly that you consciously have to lift off later and brake a little harder. Each time you think 'hell, I'm going to go off...' but no, you get through. You*

Frank Williams : eleven years of waiting has finally come to an end on home ground.

Complete domination during practice and at the start of the race, but the Cosworth couldn't stand the pace.

turn the steering wheel in quite a normal way, instinctively, although logically you should end up on the stand roofs, and the car turns. Incredible. And what's more, once the car's pointed into the corner, you can accelerate flat out, it's as though you are on a straight. In fact once the car's in the corner, you can go almost 15 mph quicker. That's a really Formula One car.''

Obviously, to reach new limits like that, you have to do a lot laps, and you have to have a good number of qualifying tyres on and. But that's not the privilige of a second driver. Furthermore, you've got to be able to be able to get a clear lap without being held up by cars without qualifying tyres, or those who have, but keep calling at the pits.

What always helps Clay is his love of racing. His view on the bad aspects of Formula One quickly take second place when he talks about racing. *''I'm confidant,''* he says, *''very confidant. From my position on the grid, I can go round the outside of the rest if I get a good start, and then, well...''*

A movement in the crowd brings us back to reality. Here he is, finally Clay's smiling face, the moustache is stretched to its limit, his eyes smiling, his familiar easy gait. He greets Frank in an almost fatherly way, but with touching sincereity. *''Bravo Frank,''* says the driver to his team manager. *''I'm very happy for you...''*

Williams, his throat knotted in emotion, can't say a word, but rather than stammer, he regains his pride, even though his eyes mist over. It's all over in a couple of seconds. But Frank had been waiting for this moment for nearly ten years, and no doubt he's been thinking about it. Clay disappears inside the motorhome, and the door closes rapidly behind him.

''Just a few minutes,'' repeats Frank, *''the presents...''*

NO COMMENT

Still speaking, he tries to look inside the motorhome, but the tinted windows simply reflect his own alert face. He looks back.

''It's fantastic,'' he says, as if to convince himself that it's happened to him. *''To win, today, here, nothing could have been better. At the end of July they have to decide on next year's budget for us. It's a lot of money. But we need it. To stay on top these days... Now I'm sure that we'll get it... well, almost sure.''*

But none of that reveals whether Clay's contract will be renewed next year. Williams didn't take long in replying.

''No comment... I prefer to say that now because it doesn't depend entirely on me. But everyone knows Clay's worth. He's shown what he's capable of today, and we didn't expect so much of him so quickly. What I can say is that I'd like him to stay in the team, everyone in the team likes him, and they enjoy working with him. Furthermore, he fills the role of second driver

Team Williams setzt sich ein konkretes Ziel für die Saison 1980: den Sieg in der Weltmeisterschaft...

Regazzoni: „Es war unglaublich einfach...!''

perfectly, without trying to be a prima donna.''

Over there, the door of the motorhome finally opens. In a few seconds the powerful sponsors of the Formula One Arab team melt away into the crowd, followed a little later by a good friend of Clay's staggering slightly from the weight of a strange box made of wood. It's quite big, like a big box of cigars, almost the size of a shoe box but the weight of the present and the large smile on Clay's friend's face is enough to tell one that the supposed cigars are worth their weight in gold.

CONSERVE THE TYRES

Clay, happy, stretched out on a couch, was animatedly talking with Count Zanon. The wealthy Italian, who was Ronnie Peterson's benefactor, and who runs the old Williams in the Aurora series, had been one of the few witnesses to the exchanges—both of present and greetings—between Regga and the sponsors.

Congratulation and greetings over, he asks, *''what do tou want to know?''*

''Right... I had a very good start I think. I was really concentrating and and got off the line really well without sliding too much, right on the green light. I found myself alongside Jabouille, on the outside and I passed him before the end of the pits. That's where I saw Alan, on my right, who was going well but I was hals a car's length in front. That was enough for me to get the lead... I was happy, everything had gone just I planned it.''

A pause, Regga raises his eyebrows and opens his hands in front of him. *''It was on the straight that it went wrong. At Becketts I was still in front but braking for Stowe, I was caught by Alan and Jabouille at the still time, they were faster than me on the straight. The Renault came up on my left and Jones was on my right. When I saw them there, I decided to lift off a little. It was too stupid to risk that sort of thing so early on.''*

A few more moments silence, as though he's silently running a video through his [illegible] as to what comes next.

[illegible]e time I said' damn, you've [illegible] it up'. But when I saw how [illegible]they pulled away, I didn't [illegible] decided to maintain my own [illegible] the first 20 laps, I drove in [illegible]conserve my tyres and to use [illegible]el as possible, within reason. [illegible] heat as it was, I prefered to [illegible] car in reasonable form in [illegible]be able to mount a challenge [illegible]ast few laps if the occasion [illegible] On reflection, perhaps it is [illegible]nks to Jabouille that I won. If the hadn't worried Alan during the opening laps, perhaps he would have eased off slightly.''

NOT THE GREATEST

''What I knew anyway, was that if I tried to catch them up, I would ruin my tyres very quickly. So I waited.'' Jabouille was struggling with tyres that had gones off. When he stopped on the 17th lap, Regga, in spite of his slower pace, was right behind the Renault.

''Alan was already 20 seconds in front of me, Arnoux was four seconds behind. But as I emptied my tanks, I slowly pulled away from Arnoux. From the 20th lap onwards, I used only fourth and fifth gears, and never broke 1'20''. Apart from a few minor vibrations at the start of the race, everything went just fine. For the first time in my life, I drove at about 80 per cent of what the car was capable of. It was too easy... just a stroll. I had time to watch the countryside go by, I recognised some of the journalists and photographers around the circuit... it's quite simple, I scarcely even sweated into my overalls.'' As though to support his words, he pulls aside his overalls and shows a healthy chest. *''It's easy when you have a good car. At Dijon, I worked like a mad thing to get sixth place with a gearbox that was really hard to use. Thanks to over-revving for that reason, I finished with three broken valve springs. Naturally, though, it's nice to win, especially when you've waited for three years for another win. But I'll tell you something for nothing, it's not the best win of my career, far from that. I had to fight for both wins at Monza, at Nurburgrind and at Long Beach. Here I just enjoyed myself.''*

GOOD OLD CLAY

You had to push him a bit before he would talk about one of the better moments of the race: that when he lapped Jody Scheckter, even if he was cruising. There was the double symbol involved: the South African leads the World Championship and he drives a Ferrari.

''I was surprised to see a Ferrari in front of me. But when I overtook him, out of Copse, I thought of the Commendatore down there in Maranello, in front of his TV...''

The championship? Clay says he doesn't think about it, but: *''Naturally, there's a minute chance. Ferrari and Ligier are goint through a bad patch at the moment and the circuits coming up are going to favour our cars... but Jones is the number one driver. He didn't have much luck today, but we're working towards 1980.''*

Clay will be 40 on September 5, and he's not thinking of hanging up his helmet: *''because I like race driving, more than anything, and because I believe that in this life you have to enjoy what you're doing. I believe that I can still drive for another three or four years with the same determination.''*

Good old Clay.

''What was the order?'' he asks suddenly.

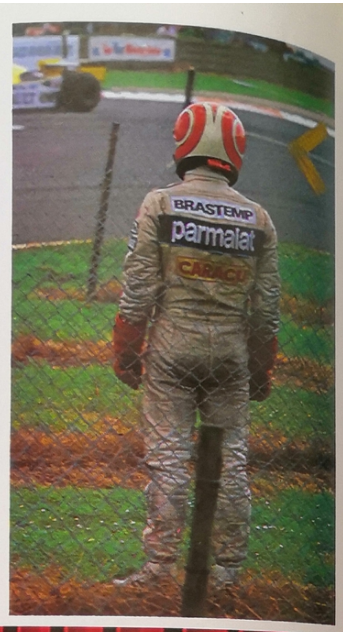
Someone gives it to him. *''And who set fastest lap? Arnoux? Jarier?''*

—No, you.

''Who? Me? That must be a mistake. If It's true, then things are worse than I thought. Ist must be an incredibly good car if one can drive it so quickly that one doesn't even feel it.'' □

NELSON PIQUET : AN INVESTMENT FOR THE FUTURE

For the third time in four races, Nelson Piquet was faster than his teammate Niki Lauda during practice for the British Grand Prix. He may still be making the odd mistake during the race, but that's because of his inexperience. Designer Gordon Murray of Brabhams is impressed by his intelligent approach to racing. Nelson Piquet is promising, without doubt the find of the season.



Nelson Piquet's trouble is controlling his enthusiasm, and he's relegated to the role of spectator. Furthermore, he hasn't been able to take advantage of his excellent practice position.

We remember Nelson Piquet hobbling with a lot of pain yet bravely in the paddock at Interlagos. Or sauntering alone through the streets of Long Beach a few days before the Grand Prix. Or even Piquet, pale as ghost, suffering from stomach pains, slouched among the tyres in the shadow of his pit having given his best during practice at Dijon. But through it all comes his dark, piercing look, a Brazilian face revealing fierce determination.

In fact he's not a particularly demonstrative sort of person, nor is prone to fantas : his attitude is of all seriousness. You get a brief nod of the head in greeting when he's busy or thinking, there's a certain reticence in making replies which come briefly and rather telegraphically when the questions are vague or too demanding.

One wonders sometimes, when noticing some of these traits of character, if Nelson isn't subconsciously copying his team leader Niki Lauda. *« I don't think so, »* comments Gordon Murray, *Brabham's designer, better placed than anyone to judge the two drivers. « Nelson has a very strong personality. He reminds me of Carlos Pace, they're very similar ».* Murray, anyway, has always been thoroughly in favour of the new recruit, now more than ever, and strangely enough, he compares him to Lauda. *« Nelson has a very intelligent approach to racing, like Niki. When Bernie Ecclestone signed him up, I thought it would take him at least a year to get used to Formula One. He's got to learn not to make mistakes, how the team works, and to analyse changes made to the car. But really, a year's learning hasn't been necessary. He's already very good, and he was almost that good when he started with the team. He gives me a lot of information about the car, he's good at asking for adjustments to be made and he has good ideas ».*

He hasn't learnt all that this year alone. His talent won him 13 Formula Three races last year, and he showed up well in the four Grands Prix he did at the end of last year, particularly in Italy when he did well in an old McLaren M23. In spite of Nelson's inexperience in Formula One, and even though his own cars were at the front end of the grid, Bernie Ecclestone noticed Nelson's efforts, and the latter was in a Brabham cockpit during the following January.

BET LOST

He's a fast driver. There's no need to try and read the number on the front of a Brabham-Alfa Romeo during practice to see which driver is in the car. Piquet's obvious efforts and aggression are much easier to discern than Lauda's, but the Brazilian doesn't lack speed : he's impressive without being wasteful. And the facts are there to confirm it : Piquet has qualified faster than Lauda three times this season, first of all in Belgium, then in France and finally in England.

On the latter occasion, Nelson was a little disappointed, even though he was on the inside of the second row. He thought he could do better than Jabouille who was on the front row beside the uncatchable Jones. The evening before, he was absolutely sure he could make it. At least three hours after the end of the first timed session, following Procar practice, Nelson was strolling along in front of the pits, frequently passing by his own car. He was thinking about practice again. His fourth quickest time gave him hope. Piquet felt that the Renaults of Jabouille and Arnoux were easily within his reach. The 2/ 10ths between himself and Jean-Pierre would easily be gained with a new V12. His confidence was such that he proffered : *« I'll bet you 200 dollars against 100 that I'll be in front of the Renaults on the grid »,* to one of his journalist friends. The fellow thought about it. He knew that Jabouille could go a few tenths quicker too. The bet was nicely weighed in his favour, especially 200 again 100. OK, shake on it. Nelson stepped back, a smile breaking out over his face. He took a couple of steps forwards again : *« What I didn't tell you, »* he admitted, *« was that I didn't use all my sets of qualifying tyres this afternoon. Tomorrow I'll have six sets ».* Wicked this Brazilian. The journalist had already gone, mourning his hundred dollars.

But Piquet wasn't quite able to win his bet. His V12 in the Brabham for the final session lacked a certain amount of power in comparison to that of the previous day. And three of his six sets of qualifiers were not very good, so Nelson only had three sets for his use. So he only got in front of the Renaults for 20 minutes, after which Jabouille set a quicker time.

INVESTMENT RETURNS

But Piquet was faster than Lauda. That was really amazing, there are certain things that one gets used to : *« I never thought I'd be able to do the same times as Niki so quickly, »* he said. *« When I first came to Brabham, I was still in awe of all the things he'd done in the past. Niki is one of the great names of Formula One ».*

In defence of the Austrian, he had had a lot of engine trouble during practice. It was simply up to Nelson to make his point. And this is how Gordon Murray explains it : *« a young driver's determination is certainly stronger than that of a driver who has already had a certain amount of success ».* Having said that, and accepting that the most important thing these days is the car rather than the driver, the South African designer cast no doubts as to his number one driver : *« I really hope that he stays with the team next year »,* he said.

The one thing that Lauda has over his young teammate is experience, lots of it. Nelson Piquet still has a lot to learn : he's shown that by making two mistakes at Dijon and Silverstone. *« In the French Grand Prix, I was going well in front of Jones, but when I lapped Fittipaldi, I was following him too closely and turbulence upset me. I didn't have any downforce on the rear wing, and I started to oversteer,...and couldn't get it back. I left the track ».* He knew that the Williams might fly away at the start of the British Grand Prix thanks to the V12 needing more fuel than the Cosworth V8, but Nelson really wanted to finish in the first three. *« I've proved that I can set a good time. Now I have to get some good results. I still haven't been on the rostrum. That's my aim this season ».* But he didn't make it this time, due to driver's error. He never crossed the line for the third time, spinning at the chicane. Gordon Murray showed no emotion, remaining confident in his young protege's capabilities : *« He needs to gain experience, that's true. But he'll be very very good next year. He's gaining self-confidence. When we took him on, it was to invest in him for the future. I think we're already reaping the returns ».* □

E.B.

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HOW THE GRID WAS WON

On Thursday afternoon, during the first officially timed practice session, the Williams team seemed to stir more than most teams. Frank's face seemed come alive, his glances to designer Patrick Head were full of meaning. Jean Sage, sporting director with Renault, ran with long strides for confirmation of Alan Jones's time, for at the time, Jabouille was also in contention for pole position. The Australian driver, quite simply, had just broken the seemingly impossible barrier of 1'12", lapping at an average of around 145 mph.

Two years ago, Gilles Villeneuve qualified higher on the grid in his first Grand Prix. The mysteries of Formula One...

THURSDAY MORNING: JONES AND JABOUILLE

After Dijon, things returned to normal at Silverstone with just two timed session of one and a half hours each, and two free sesions of an hour each morning.
The first session was a pointer as to what was to come during the British Grand Prix itself: Jones fastest in front of Jabouille. Lauda and Piquet were the outsiders while Ferrari and Ligier were out of touch.

THURSDAY AFTERNOON: FANTASTIC JONES

Jones started things off during the first qualifying session with a 1'13"26.
Then Jabouille took over momentarily with a time two tenths quicker than the Williams driver, before the latter improved spectacularly.
Goodyear's qualifying tyres seemed to have progressed considerably and Jones put in some really quick laps on them near to the 1'12" mark before finishing up on 1'11"88. Villeneuve, who was following—or attempting to follow—Jones in the middle of the session, explained his times thus: *"it may have something to do with the car, but on the whole it's Jones. He's really trying hard, very hard."*
Clay Regazzoni was somewhat slower than his teammate, but he didn't lap a lot.
"I spun behing Tambay at Club, and we had to put the car right afterwards."
Jabouille was the only driver remotely in touch with Jones but then a valve spring broke. Teammate Arnoux came next in the order. Piquet's session was interupted when the engine broke, as did Lauda's. Nevertheless, the two Brabhams were fourth and fifth fastest. The new McLaren M 29 showed its promise with Watson challenging the two Brabhams. Villeneuve and Scheckter were only tenth and twelfth quickest: the Italian team didn't look happy. *"No grip"*, complained the drivers. De Angelis was a good 13th quickest and won the set of Goodyear qualifiers.

FRIDAY MORNING: PIQUET NOSES AHEAD

This session, according to the teams, is used to prepare for the race itself, or possibly for the next qualifying session. The Renaults were preparing for the race, but after Jabouille had set eighth quickest time, a lead to the distributor broke, stranding him out on the circuit. Piquet, on the other hand, was getting ready for the next session, hoping to set a better time. He set fastest time unofficially in front of Laffite who reckoned that he'd solved his problems: the car was handling much better.

FRIDAY AFTERNOON: AS BEFORE

Jones-Jabouille, just as on the evening before. Although Jones didn't improve, Jabouille improved by eight tenths. *"I was right on the limit"*, admitted the Dijon winner. *"To do better I would have really had to have taken my life in my hands, for very little reason."*
Nelson Piquet, contrary to what he had hoped, didn't overtake Jabouille, but nevertheless preceeded Arnoux who didn't go as well as he had the day before: *"I went the wrong way in setting up the car for qualifying tyres."* Regazzoni and Lauda both overtook the little Frenchman. On the outside of the second row, Clay found himself well placed for a good start which he was already planning. Watson was still tailing the six favourites (Williams, Renaults, Brabhams). Reutemann qualified beside him on the fourth row, three tenths faster than Andretti.
After some hope during the morning session, the Ligier team were down in the dumps in the afternoon again, thanks to a new problem on Laffite's car (front track): he only went four tenths quicker than he had the previous afternoon. The Ferrari drivers, after the skirts on their cars had been suspect and checked, did no better than on the previous day. *"What does it mean"* asked Mauro Forghieri of various journalists. *"when a car goes as quick as another on the straight (as ours were with the Brabhams) and yet isn't as fast over the complete lap? It means it's going slower in the corners? Bravo, you've won, you know as much about our problem as I do. Could you help me solve it?"*

Jabouille started from the front row of the grid for the third time, exactly two years after Renault's first race appearance.

After non-qualifying the previous evening, Lammers got onto the grid at Hans Stuck's expense, while poor old Arturo Merzario brought up the tail end of the field in his new car.

After a tiresome practice, Jacques Laffite's race was a little better, but South America still seems a long way away.

THE FILM OF THE RACE

Not since the Brazilian Grand Prix have two cars pulled away from the rest of the field as quickly as Jones and Jabouille did during the first laps of the British Grand Prix. Their respective teammates, Regazzoni and Arnoux, followed them at a distance, and assured that the order remained the same when Alan and Jean-Pierre retired: a Williams won in front of a Renault. Only these two cars finished on the same lap.

1

1. Regazzoni has leapt away at the start. He's ahead of Jones going for the first corner. Jabouille is already beaten by the two Williams.

2

2. The first lap pace is hot between the three leaders. At Maggotts, Regazzoni is still in the lead in front of Jones and Jabouille.

3

3. Jones and Jabouille have overtaken Regazzoni. That's the order at the end of the first lap.

4

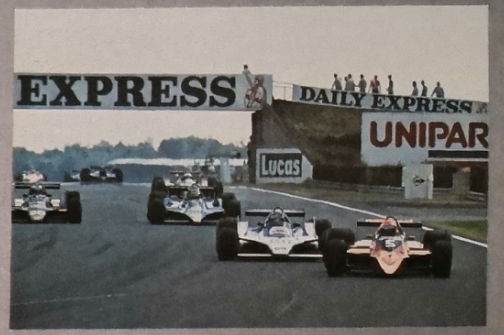
4. The first two are pulling away. Going through the chicane on the second lap, they're well ahead of the rest. Regga follows at a distance, as does Piquet...

5

5. ...but the young Brazilian doesn't get much further. His spins in the chicane and loses his fourth position.

6

6. Behind the two Ferraris, Lauda, Reutemann and Laffite battle over seventh place.



7

7. But Carlos Reutemann is dropping back. After letting Laffite by, Rosberg attacks...

Jones and Jabouille clear of the field

Clay Regazzoni made a fantastic start. He leapt away just a hundredth or so after, or was it before, the green light, leading into Copse in front of Jones and Jabouille. The first lap was exciting thanks to the three leaders. Jabouille trying to overtake Jones who was trying to get the better of his teammate. Regazzoni felt the pressure of this battle when his two rivals tried to overtake him into Stowe. Jones getting by on the right and leaving his braking very late. Jabouille going through on the right.

So on the first lap, Jones and Jabouille led, a little in front or Regazzoni, the Brabham drivers Piquet and Lauda, Andretti (a good start), Arnoux (not so good), Laffite and Villeneuve. The latter had moved up four places from his grid position, his early pace was hot. Scheckter, on the other hand, was still eleventh as he had been on the grid, separated from his teammate by Reutemann.

From a few lengths on the first lap, the gap separating the two leaders, Jones and Jabouille, from those following grew to a second and a half on the second lap, and by one and a half seconds a lap for the next three laps. Jones, leading Jabouille by mere yards, seemed to forget the rest of the field.

Only Regazzoni was able to resist the leaders pulling away. Behind the Swiss driver, the Brabham threat was brief. Piquet lost his fourth place by spinning at the chicane. His engine stalled and he couldn't carry on. Lauda rapidly lost places thanks to braking problems.

Arnoux and Scheckter, on the other hand, made up ground on those first few laps. The Frenchman was seventh on the first lap, overtook Andretti on the second lap (he was soon to disappear with broken transmission), then he overtook Lauda on the third, only to get up to fourth place thanks to Piquet's spin. Scheckter overtook Laffite, Reutemann and Lauda to be sixth on the third lap behind Jones, Jabouille, Regazzoni, Arnoux and Villeneuve.

For six laps Jabouille tried hard to stop Jones pulling away. Although he wasn't close enough to Australian to try and overtake, the Renault number one could nevertheless stay in his slipstream. Then he started to drop back a little thanks to his front right tyre, the less used on the circuit. *''I chose too soft tyre,''* admitted Jean-Pierre after the race. *''If I'd taken part in the warm-up this morning, I would have found out that the thyre woudn't have gone the distance.''* So Jones began to pull away, Jabouille unable to do anything about it. On the tenth lap, the gap between the first two was up to five seconds. Regazzoni, followed at a distance by Arnoux, was started to catch Jabouille. The two Ferraris, Villeneuve leading Scheckter, were running close together, in front of Laffite who led a seven-car battle behind him: Lauda, Mass, Rosberg, Pironi, Reutemann, Jarier and Watson, with Ickx and De Angelis trying to join them.

Jone's superiority was considerable and he was still driving as hard as he could. Behind him, Jabouille continued to lose ground to Regazzoni, but before the Swiss overtook him, the Frenchman

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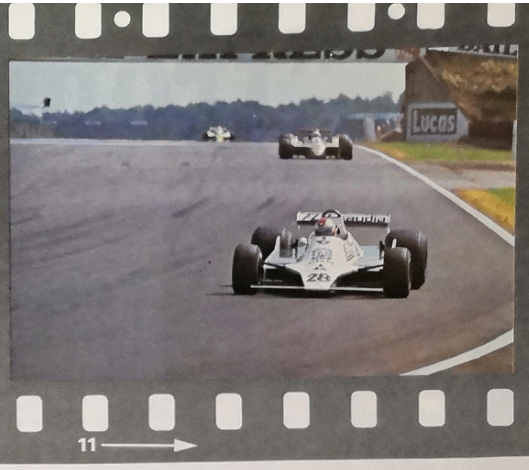
9 →

8. ...before Mass and Pironi catch up too. And it's still only the fifth lap.

9. Behind the big bunch of cars, Ickx, De Angelis and Tambay dispute 15th place.

10 →



11 →

10. It's all over for Lauda, who pits on the eleventh lap without brakes. The Brabhams haven't lived up to their promise.

11. Regazzoni and Arnoux, sandwiching Patrese (one lap behind), are in third and fourth position behind their two team leaders.

12 →

13 →

12. The two Ferraris follow the two Williams and two Renaults. Villeneuve has let Scheckter past, but they're being caught by Laffite's Ligier...

13. ...and the Frenchman catches the Ferraris on the 30th lap. He will overtake Villeneuve on the 34th lap before attacking Scheckter (our picture)

14 →

15 →

14. Sadly Alan Jones, who so deserved this win, heads for the pits on the 39th lap, let down by his engine.

15. Jones is out, Regazzoni has no competition. The Swiss once again has that taste of victory.

headed for the pits to change that front right tyre. But thanks to bad oc-ordination with the air lines, the front wing was damaged when he restarted, necessitating a second stop which was fatal for the turbo engine.

So Jabouille was out, and two Williams led the British Grand Prix. It was hard to imagine that victory wasn't in sight. René Arnoux, eight seconds behind Regazzoni, didn't constitute a real danger, for Jones was himself 20 seconds in front of his teammate when Jabouille retired. Arnoux tried hard to catch Regazzoni. The gap dropped to three seconds between the 20th and 30th laps, but then Rene's brakes began to disappear, and the little man from Grenoble could get no closet.

One's hopes were with Jones, trying to blot out the worst. Everyone, perhaps including Alan, was thinking of the way he'd been se cruelly deprived of victory in Belgium. And sadly, what was feared came about. His engine gave up on the 39th of the 68 laps; victory, so merited, was not the Australian's. So his teammate took over the lead, which hadn't happened since his last season with Ferrari in 1976. And he didn't lose it, giving Frank Williams his first Grand Prix victory. It was a victory that crowned eleven years of hard trying by the popular English constructor.

By taking second place, René Arnoux confirmed that the 'Renault team have found reliability with both ground effect and the double-turbo engine.

And behind them... no one. Jarier, third, was a lap behind. His position was gained following a tremendous battle with the two Ferraris and Laffite's Ligier. Scheckter had easily overtaken Villeneuve on the 15th lap (team tactics?) but didn't succeed in drawing away.

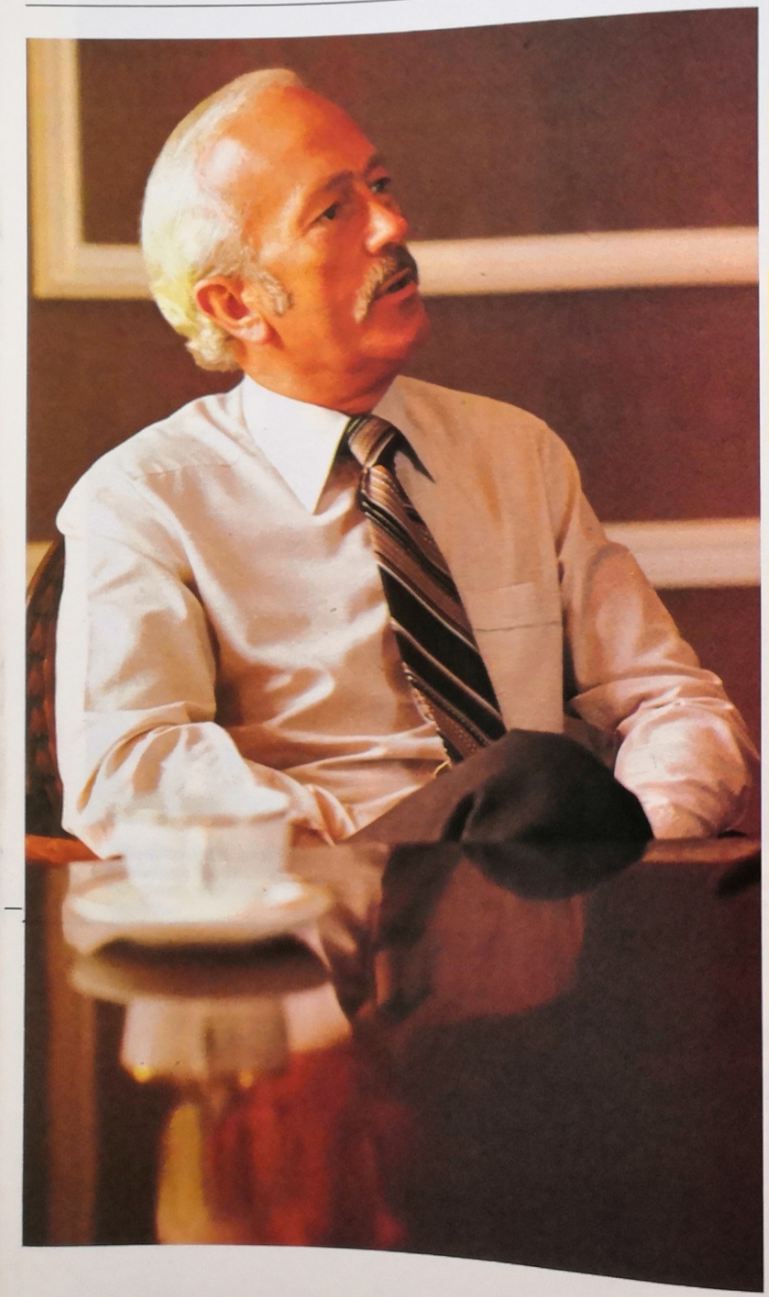
Jones leaves his place to Regazzoni

After Laffite had overtaken Lauda, he quickly caught the two red cars, being right up with them on the 32cnd lap.

He overtook Villeneuve two laps later, and Scheckter another lap further on, moving up to third place when Jones retired. But four laps later, Jacques stopped in his pit with plug trouble. So Scheckter was third, still followed by his young teammate who then retired on the 50th lap with no fuel pressure.

Similar bad luck was to affect Jody. The South African could do nothing about Jarier and Watson who came up and passed him on the 62cnd and 67th laps respectively. The Frenchman and Irishman were the only two survivors of the superb battle at the start of the race, and Watson had had to stop for a tyre change. Icks took the last point for sixth place, while Tambay drove well in the old M28 to take seventh even though he stopped on the last lap. □

«from race to race»



An Eclat for the Lotus chief, but Chapman moves around mostly by plane and helicopter.

An old Abbey houses the competition shop of Team Lotus, an atmosphere suitable for... meditation.

Chapman's office is cold and tidy, as imposing as its occupant.

WHEN CHAPMAN RIDES ON AIR

Whether in an aeroplane, at a race, or a business meeting, Colin Chapman conducts his business with untiring energy. He's involved with all his company's business sections, and seems to ride on air from one to the other, moving from one problem to another with a disconcerting speed, and always seeming to put his own efficient stamp on the proceedings.

by Eric BHAT

Every Monday or Tuesday morning after a Grand Prix, Colin Chapman holds a meeting with his team in his office. The severe nature of the old Abbey that houses Team Lotus now ceases to impress the team members, yet there is always that slight nervousness every time they tread the thick carpet that leads to their boss's office.

But that's because of the personality of the latter, rather than the austere and enclosed surroundings. It's more by reflex, without reason, that the principal team members feel a slight uneasiness as they enter the "temple". Chapman hasn'st really upset them, but they don't feel completely relaxed. There's no real warmth in their chief's office. The room intimidates rather than welcomes visitors. The lavish furniture, rather than contributing to a cosy and tidy English room, adds instead to the austerity. The slightest trace of dust or piece of paper is tracked down and tidied up, with the same thoroughness that any blade of graas two centimeters too long is cut on the lawn. The English countryside that is spread out beneath the windows of the Chapman household is attractive, yet a little isolated. The surroundings have an almost church-like cleanliness, they make one whisper, not talk openly. But that's the way Chapman has chosen it: cold, impeccable, imposing and awe-inspiring. It carries Chapman's stamp.

THE ICE-COLD BOSS

So every Monday or Tuesday morning, Colin Chapman and his Formula One team discuss the weekend's events, trying to work out the lessons learnt, and drawing up a job list before the next Grant Prix or test session. *"The list is usually longest after we've won"*, smiles Nigel Bennett philosophically. He's Chapman's technological right-hand man in Team Lotus. So Chapman is as demanding of him as much as the rest. During these meetings, Chapman shows the greatest courtesy, but his eyes stay ice cold, and the pepper and salt moustache bristles with determination: the boss makes no concessions. Cold and uncompromising, Chapman always makes his thoughts known in full when something has to be ironed out.

Since spring, these meetings have been somewhat more edgy than normal. The Lotus 80, since it first appeared, has never been a success, apart from Mario Andretti's third place in the Spanish Grand Prix. But that result wasn't really very significant: wasn't John Watson third in Argentina in the McLaren M28 which never proved to be competitive again?

But Chapman remains faithful to his latest car, or at least that the principles behind the conception are valid. *"We've tried to develop our aerodynamic ideas further"*, he explains. *"Our original objective was to reduce the need for wings; the Lotus 79 had already shown that that was possible. But we needed to make bodywork with sufficient downforce to ensure good road holding in the corners. That's easy to say, but not so easy to attain. When you try something new, it's difficult to get it right the first time. It's much easier to copy the better ideas in other people's cars. We've opened up a new field of ideas with the 80. I believe in the principle, we've just got to develop it."* Mastering these aerodynamic problems isn't simple. Ligier have shown with their JS11 that it's possible to get it right first time... but to be in the dark when it comes to improvements. Evolution isn't necessarily synonymous with

→

progress. But Colin Chapman reckons nevertheless that he will sort out his problem logically. *"It took half a season to get the 78 competitive. When the 79 first appeared, we tested at Paul Ricard without success. So we had to introduce a new version in March of the following year. It was better but not entirely perfect, and we had to wait until June before the 79 was completely perfect. In the same way, I think we'll have to make three versions of the 80 before it's competitive. A much modified second version appeared at Dijon. A third version will probably be seen at Monza, I don't know. The problem is to get the downforce where we want it. Up to now, we haven't managed to get the car to handle as we would wish."*

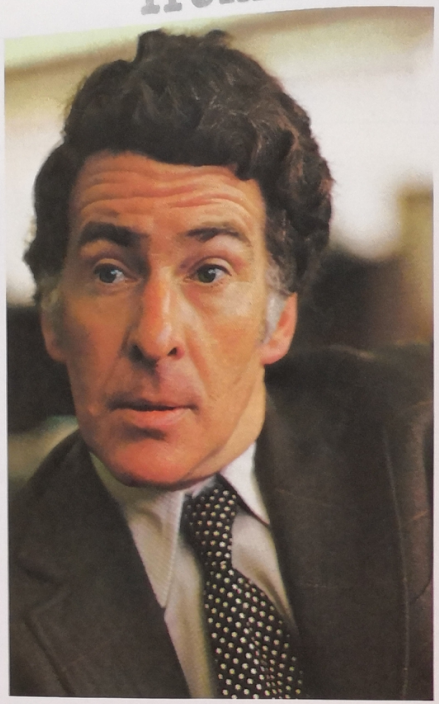
Faced with the difficulties of setting up the 80 to perfection, one thought after the Spanish Grand Prix that the Lotus Team had given up trying to defend their World title. But Colin Chapman's aim is that the 80 should dominate the championship in a similar manner to that of

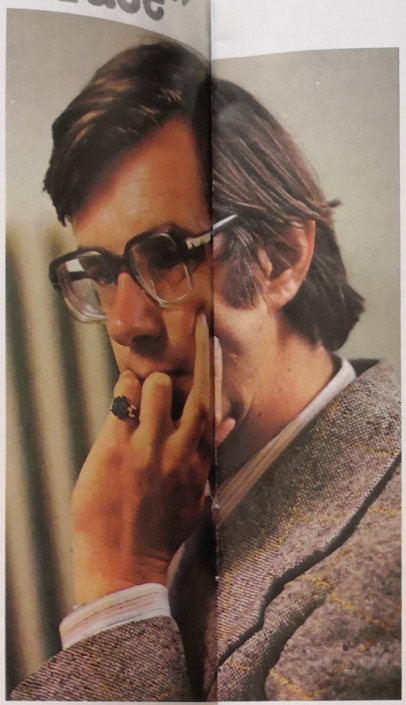
the 79 last year. *"Although we may be a long way from aerodynamic perfection, I don't think that we've a great bridge to cross. The 79 really did a lot of the development work for us. The 78 was the start; we had about an 80 per cent success rate with the 79. I hope that it will be 90 per cent with the 80. But technical progress i slowly becoming limited."* One can imagine that these problems are discussed in a dictatorial but careful way on those Monday mornings.

RACING? A HOBBY

When the meetings are over, neither Andrew Ferguson (administration), nor Nigel Bennett, nor his assistant Peter Wright are likely to see Chapman much. Ferguson sees him perhaps less than the others because for 20 years he's held his job organising the running of the team. *"I have to see Chapman for ten minutes at most per week"*, he says, perhaps exaggerating the facts.

That's because Anthony Colin, Bruce Chapman is a very busy man. He spends most of his time in the road car factory a





Andrew Ferguson (left) and Nigel Bennett (right) are Chapman's right hand men in Formula One. The former is on the organisational side, the latter is the chief engineer.

The Lotus car factory: 600 people for an annual production of 1450 cars. Each one is sold before it even leaves the factory.

few hundred yards from the Abbey, but visits the race workshop on occasions, particularly when there are technical modifications taking place. *"I like racing"*, says Chapman, *"but it's no more than a hobby for me. Fortunately, Grands Prix take place at weekends, and that leaves me free during the week. My main job is building road cars."* He doesn't spend much time at his boat workshop though. He became interested in that side when he was buying business—at the same time, the motor racing side wasn't at the height of competitivity—but now Chapman leaves it to run itself. *"It's not a very big company. There are a few experienced people who design the boats. But it doesn't take up much of my time."*

The least one can say is that Chapman knows how to use the 24 hours in a day. He's involved with everything, and keeps abreast with all sides of his businesses. *"Even though he delegates well, he's involved in a lot of decisions"*, they say of him at the factory. *"And he's very good at making all the decisions, from the interior design of road cars to the operation of headlights. He even choses the colours of the cars."*

"I've never known anyone so capable", add Andrew Ferguson. *"You think he's working away in his office when he's at the other end of the country. He ensures that his plane and his helicopter are ready all the time. He uses them as others use their car."*

The road car side is a considerable business employing 600 people. Last year they made 1300 cars, and they expect to make 150 more than that this year. The cars are made for three main markets: the United Kingdom, the States and what they call the rest of the World: Japan, Europe, New Zealand, etc. Chapman's responsibilities are divided into three: development, production and marketing. There isn't an area in which he's not involved. The most difficult time for him was the economic crisis in 1974 which affected all English car manufacturers. But with hard work, Chapman got his business back on an even keel again. *"Just as he does now, he asked a lot of those who worked for him at the time"*, they say in the factory. *"He gave a lot of himself, and expected as much of others. That's how he works. It's the same on the competition side."*

PERFECTIONIST

Certainly Chapman has to be demanding. He has an uncomprisimising and inflexible side to him which gives him a natural authority making him the boss. Even though he's not often there, his presence is felt in the competition department by those who work there. That's Chapman's law. The man isn't used to trifling, eveyrone knows what's asked of him: nothing should be left to chance, everything has to be impeccable, neat, precise. And that goes for the slightest detail. If he's drinking a cup of tea during an interview, he drinks it quickly so that the empty cup should be out of the office as quickly as possible and not be included in photographs: his desk must be tidy. In general, everything has to be in order around him. Chaos is out of the question. Maniac, crazy? *"No, perfectionist"*, he describes himself. *"I like everything to be exact. I'm very particular."*

While perfectionism is part of his character, it's nevertheless second to his taste for innovation when he explains his career. *"I like the technical side of things, pondering over problems and finding the solution to them. I believe in sorting things out until they're successful. You always have to try harder."* His faults? No one would speak about them in detail at Lotus. His temper is feared there. Andrew Ferguson, his friend and longtime associate, mentioned it nevertheless. *"Colin works to laws and rules of 20 years ago. He doesn't like changes. Here's an example: one day our truck had to stop for ten hours in Belgium so that the driver didn't do too many hours on the road. Colin blew up saying that he should carry on despite the police. He couldn't accept the new law, he doesn't like such changes. He thinks that things should be a lot more free."*

Whatever, everyone recognises that Chapman succeeds in his projects, at the same time as keeping pace with his business affairs and controlling them. *"I certainly work hard, perhaps too hard. But I like what I'm doing. I don't see that my business life upsets my ordinary life."* He talks easily of various subjects, flying from one to another, always with knowledge and authority, like a butterfly... of steel.

Even though when he's at a circuit he's involved in his "hobby", it's there that he sometimes finds it hardest to work. *"Sometimes I have to concentrate on really sorting out a problem. Someone sees me standing beside the car, talking to no one, and they think that now's the time to come and speak to me, to ask me about something because I'm not doing anything. And they break my concentration. It's very difficult not to be rude in such instances."* The hair has become a little greyer, but his enthusiasm is still as great as every, his glances always alive and watchful. Chapman still has time to consider the future. *"Enzo Ferrari is 31 years old than I. So I've still got 30 good years of racing in front of me..."* □

Jacques Laffite is a team man. Naturally he's used to being served by his mechanics during practice, so he repays the compliment at lunch time.

Mrs Stewart is no longer actively involved in racing, but Mass's lady friend still has interest in her man's racing career.

The Red Arrows : the RAF's magnificent aerobatic team who put on a tremendous curtain-raising display before the British Grand Prix. The spectators applauded, but the planes were already on their way.

Rupert Keegan : last year he took part in the British Grand Prix. This year there wasn't one Englishman on the grid.

A Lotus Mk 11 among the historic cars. A long way from the 80...

After the Goodyear balloon, the Essex balloon, not quite so well inflated ; perhaps the energy crisis is taking its toll.

SILVERSTONE IN PICTURES

(following pages)

1 — When Maserati reappeared at Silverstone...

2 — Keke Rosberg : Adapting excellently to the Wolf. He got up to fifth place.

3 — Gilles Villeneuve seen from another angle, the feet that help to get into the points.

4 — The Italian Job : Riccardo Patrese tries to tame the Arrows A2.

5 — The Mc Laren M29 had an encouraging debut. Watson put the team back at the front end of the grid.

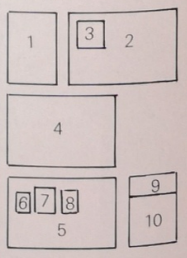
6 — Rene Arnoux : even better than at Dijon. Confirmation of Renault's reliability.

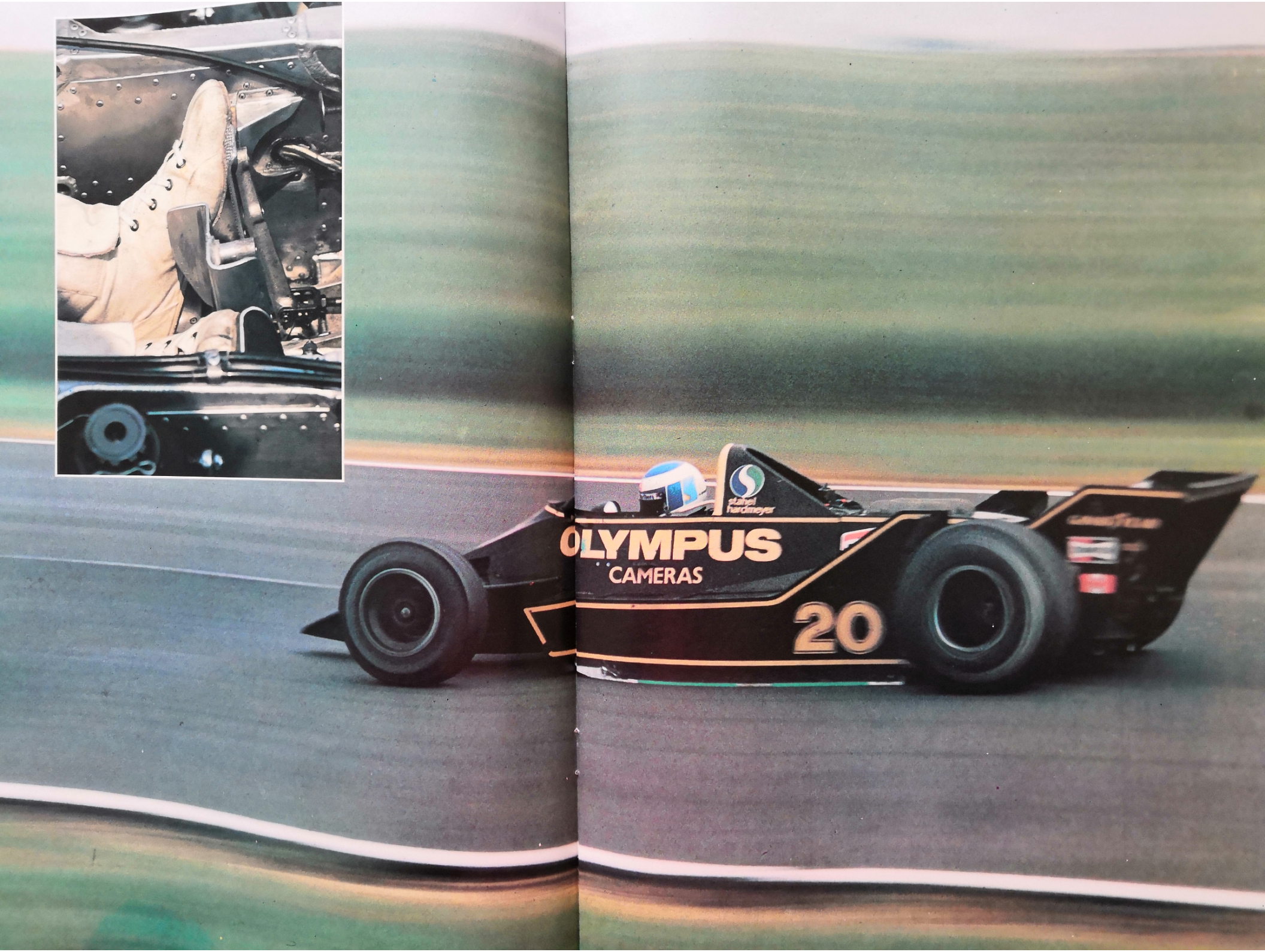
7 - Elio De Angelis qualified between the two Ferraris. What does the Commendatore think of that ?

8 — Jacky Ickx scored his first point and got back into the World Championship table again.

9 — Regazzoni, Arnoux, Jarier : an unexpected trio covering three generations.

10 — Jody Scheckter isn't yet World Champion, but the Williams-Renault superiority could work in his favour.

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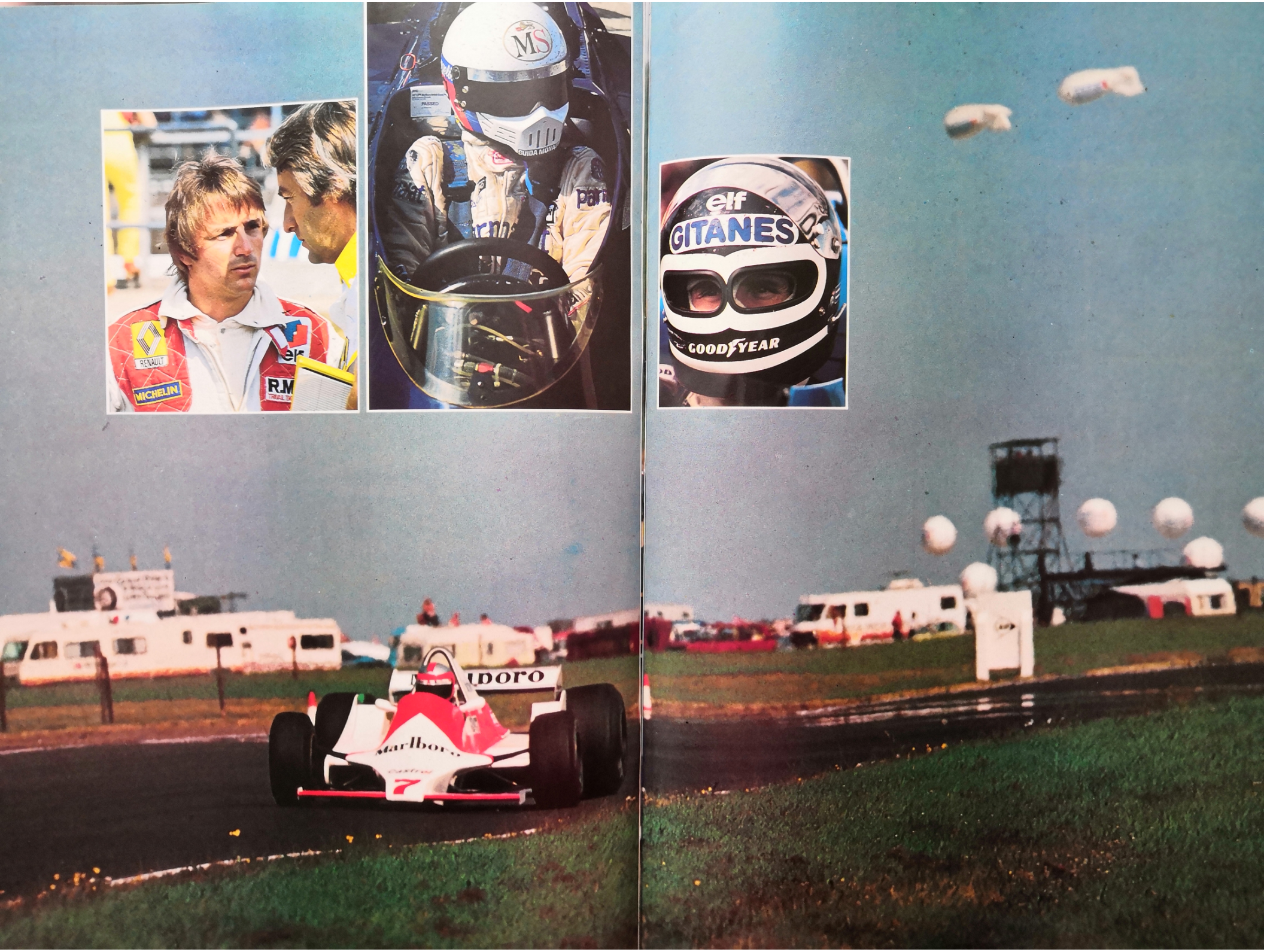
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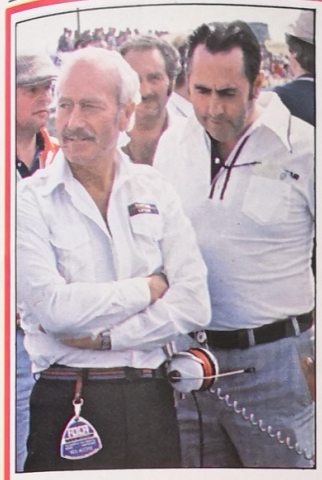
«from race to race»



Colin Chapman and Jack Brabham, past rivals but friends today. « Black Jack » hadn't been to a Grand Prix since Long Beach.

Silverstone's airport is within the circuit itself and allows the lucky ones to avoid all the traffic jams but those on the runways. Colin Chapman went home each night, sleeping in his own bed near Norwich.

A perfect method of keeping the public informed : these boards give the positions of the race throughout.

Chevrolet Corvettes for the Saudi princes : maybe only petrodollars are able to run them.

Jody Scheckter takes care of his own promotion with the help of Jackie Stewart's older son.

Bobbies and Wrens. Surely you can tell which is which.

James Hunt, here with commentator Anthony Marsh, was at Silverstone, but in order to help out with a TV commentary.

JODY SCHECKTER: THE BEAR IN HIS HONEY POT

It has been a long road from racing a Renault R8 around the backwaters of East London to a works Ferrari through the streets of Monaco, but for Jody Scheckter it has been a progression which he never once doubted. It has also done little to change the man himself, despite the obvious changes it has made to his life-style.

by Jeff Hutchinson

"Sure, driving for Ferrari and leading the World Championship puts a lot more stress on a man, but it would be the same for any man in any job who wants to get to the top of his field", says Jody, who makes his goal very clear. *"I have won the South African Grand Prix, the Monaco Grand Prix and the one thing I want now is to win the World Championship. For me it is the most important thing right now."*

Jody Scheckter, in a rare moment of relaxation thanks to the cancelled Swedish Grand Prix, is talking from the roof garden of his luxury Monaco penthouse appartment. Before him there is an unobstructed view of the blue Mediterranean ocean and a birds-eye view of Monaco's main beach littered with supine bodies soaking up the sun. Up here, it's private, quiet, the way Jody likes his time away from a race track.

With him are his mother and father, Mable and Max Scheckter, on holiday since the race. His wife Pamela tends their 9-month old son, Toby, who even at such an early age looks just like Jody. *"Look"*, says Jody, *"Watch him hang on all by himself"*, as he lifts Toby two feet above a sun chair, the child precariously hanging on to each of Jody's index fingers. *"And that's with suntan oil all over his hands"*, boasts Jody whose adoration and pride in his son are touching, displaying a soft side to Jody that few people get the chance to see.

Despite all the trappings of a moderately wealthy and successful Grand Prix driver, Jody's tastes remain simple. One of the treats that comes with his father's visits is a supply of biltong which you cannot by outside South Africa and which is always gone within a couple of days.

He like to cook meals over a charcoal grill in the garden in the true South African *braefleich* tradition while he trains hard to keep in top physical shape of which he has always been very proud. A typical day at home will start with a light breakfast and then a long run through the back paths of Monaco down by the coast ending up back at his home where he will go straight into a weight lifting and press-ups session, before then taking a few minutes break. After showering and changing Jody then usually takes the lift down nine floors to the first floor of his appartment building, which hides the business side of Jody's life, every bit as successful as that of racing driver.

As you step through the doorway of his neatly furnished 'office', you are greeted more often than not by the harsh, out of place rattle of his own busy telex machine. Behind a large desk sits Nicky, his attractive young English secretary who has been organising everything from appointments with the gardener to meetings with Enzo Ferrari for the past year for Jody.

For a couple of hours each day, Jody will browse through the pile of telexes and messages on her desk, dictate any replys that may be necessary and verify travelling arrangements that Niki has booked for him—like a Fiat promotional trip to Sicily, that soon filled up the empty weekend left by the cancellation of the Swedish race.

→

Weightlifting : the best way to strengthen shoulders. Jody has always been keen on his own physical fitness.

Jody purveys almost the same carefree approach to his business life as he did during his early days of motor racing, but as those in motor racing found out to their cost, Jody's pseudonaivety is a front for a very shrewd racing driver and businessman, who rarely comes out of something with the short end of the stick.

Like his racing and home life, Jody's business life is well ordered and efficient for he does not like loose ends.

In some ways, Jody's personality is very much like that of his one-time team-mate Denny 'The Bear' Hulme, from whome Jody inherited the nick-name 'Baby Bear'. Since that time, 'Baby Bear' has grown up, Denny has retired and Jody Scheckter has inherited many of 'The Bear's' qualities, all but the name that is.

He has a reputation of being a difficult man with the Press. For being a hard-line advocat for improving safety, even though just a few years ago he was responsible for several accidents including one of the worst multi-car pile ups in the history of GP racing.

Jody is aware of his reputation, his critics and his aun actions, but also has no trouble justifying them in a most convincing way against which it is hard to argue.

''I have not changed much, it's the situations which have changed most and I am just acting the way I think is best'', explains Jody. *''Take the Press for instance. In the past few years the number of serious journalists has doubled and the number of hangers-on has quadruppled. The serious Journalists, I always try and find time to answer their questions, but if I talk to all of them and then try and answer the 'idiot' questions I would never even have the time to sit in the car during the course of the weekend! I am a racing driver, and I think that should come first. Sometimes I need to just be left alone before a race, away from the Press, the autograph hunters and sometimes even the team itself. I suppose that's why everybody thinks I hate the Press.''*

His supposed disinterest toward the Press earned Jody the Lemon Award, for the most 'sour' driver, from the International Racing Press Association, but he then contradicted the criticisms levelled against him by turning up to collect his 'award' and levelling a few light-hearted digs about the people who voted for him.

Like most people closely involved with racing for the past five years, Jody is very aware of the tremendous changes that have taken place. For him, like most other people earning their living by the sport, it has become less enjoyable and just a job of hard work in a highly competitive field. *''I used to enjoy going to the races a few year's ago, but now it's not the same''*, and he cited this year's Belgian Grand Prix as one of the most frustrating times *at* a race track —as opposed to *on* it. *''We were directed up wrong roads to the track only to find it was a dead end an by the time we had fought our way into the paddock there was nowhere to park the car. The Paddock, the pits and pit lane were full of people and we had no caravan at that race. By the time the race started I was almost crazy. It was ridiculous.''*

Fortunately, his day turned out better than it had started with his first win of the season, but even Jody himself says that he drove a bad race and was lucky to have won it. *''I took too big a chance trying to get by Piquet's Brabham. I was lucky and got away with it without an accident, but it was a silly thing to do.''* Perhaps his mood before the race had a direct bearing on why he drove so agressively throughout the race?

Away from the pressures of track, Jody's relationship with the press can be better than those of many of his 'nice-guy' counterparts—although he does not tolerate fools easily at any time. Everybody has their Achilles heel and with Jody it is most certainly his temper, the outcome of which has a habit of staying with him long after his temper has just as quickly subsided.

Jody thinks a lot about his racing and, in particular, the much discussed question of safety about which he has strong ideas.

''People criticise me like they have others before me saying that I only worry about safety now because I have more to loose and that before, I didn't care, but that's stupid. Younger drivers are not going to say anything. They just want to be Formula One drivers and they are certainly not going to stir up any trouble. It is always the more established drivers that have to fight to see safety standards improved.''

''I am not talking just about circuits, but I think the cars should be improved a lot more. They could be a little heavier, and there is no reason why there should not be an 8 to 10 inch proper deformable structure at the front and sides, and then for that to be strictly adhered to—within the spirit of the rules. It won't change the racing at all, it will just mean that in the event of a bad accident, the driver has more chance of stepping out of it unhurt.''

''The sport needs somebody strong enough to enforce these rules, for the constructors will never sit down and agree changes amongst themselves.''

''You can slow dawn the cars themselves. I would like to see wing cars disappear and tyre widhts reduced. When you say this to the constructors, they say that most of the accidents happen on the first lap, between one car and another and that's just driver error, but my answer to that is this: if you try and fly a Concorde under a bridge you are going to get a pilot error. In the double winger days you could get away with it. Two years ago we were braking at the 150 yards marker. Now we are braking at the 100 yard marker. The result is that whereas before we had 1,5 seconds to take avoiding action if something happened, we now have 0,75 seconds to get out of it. The limits and driver reaction time have become so much closer,

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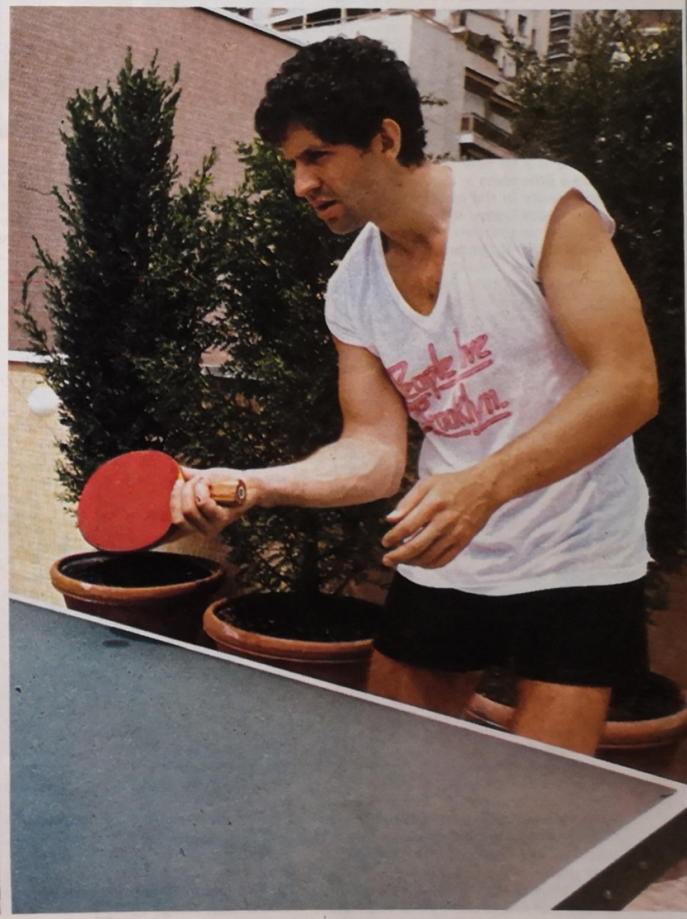
«from race to race»

Jody's own personal transport is a Ferrari 400 Automatic... and a scooter.

Jody starts each day with a cross country running session. It's a good way of exploring Monaco's limited countryside.



Ping-pong : one of his favourite pastimes.

that's why I think there are now so many more first lap accidents.''

Away from the race track, Jody lives close to many of his fellow drivers, including his team-mate Villeneuve who lives in Canne, yet he sees very little of them. *''I have a small circle of friends in Monaco, and that's enough''*, explains Jody, who prefers to stay at home with his family most evenings watching video-taped English TV programmes.

Jody is one of five subscribers to a service sending them from England which means he can swap them around with his fellow subscribers.

Ping-pong, Tennis, and Swimming are three other firm favourites on Jody's list of pastimes which, along with a busy Ferrari test programme, promotional work for his sponsors, his business involvements and the races themselves, leaves him very little time for much else.

Jody tries to lead a very private life, away from the gaze of Monaco's busy summer tourist bustle. Walking across the beach for a mid-afternoon swim few people seem to notice him. A young boy points him out to his friend, Jody pretends not to hear. *''Somebody come up to me the other day and said, 'You look just like Jody Scheckter', and I said yes, a lot of people have said that''*, said Jody with a smile.

''I like it a lot here, but I would like to find a little place in the mountains for a few weeks in the summer—away from the crowds'', says Jody, about which he is becoming almost paranoic. *''That's the worst thing about racing to-day, the crowds''*. He looks upon his days driving in the Springbok Series in the early 1970's as amongst the best of his racing carrer to date. *''Everything was a lot more different then, more fun than it is now.''*

With the financial security and a family which Jody has now, would Jody quit if he wins the Championship this year? *''I am not thinking at all about retiring, even if I was able to clinch the title this year''*, he says. *''I will stop driving when I feel that I am not able or not willing to give 100 percent of myself''*, explains Jody who still enjoys the actual driving part of his career.

Those who know Jody well felt that at the beginning of the year he was more relaxed and more self assured than he has ever been before, but now he has returned to his old self, more tense, more agressive. Jody confirms this.

''I felt that at the first couple of races I was too relaxed. I am not a nervous type, but I do not like to relax too much during a season. Motor racing has high points and low points. The high are very high and the low are very low. I try to iron these out which makes things a lot easier in the long run.''

''I was worried when I first went to Ferrari'', admits Jody. *''Everybody had told me how difficult they could be and that I am supposed to be a difficult bastard, so I didn't go there thinking it was going to be as enjoyable as it had been driving for other teams in my career, but I have been quite surprised. Our relationship has been very good. I started to learn a little Italian at the beginning, but that has not really been necessary and I get on with most of the people at Ferrari.''*

''Driving for the team has been very rewarding. There is something special about driving for a team where there are 186 people in the racing department all working as hard as they can just to see you win races. There is a feeling like this all the way from Mr Ferrari to the floor sweeper. They make you feel as if you are driving for the whole of Italy—like a one—man football team—its a great honour and puts things into a different light than driving for a team like Wolf, for example.''

With Ferrari, Jody has also had to get used to the idea of sharing those things with a second driver—one who started off the season with more success than Jody. It could have been the cause of potential conflict within the team, but Jody has no complaints, with the way the team treats either himself or Gilles.

''I always thought that Ken Tyrrell treated his drivers pretty equally, but with Ferrari it is more so. When I test, Gilles tests the next day. If I try something new, Gilles gets to try it too, Perhaps if I ask for a special test I would get it, but otherwise we both get exactly the same things.''

''There has never been any friction in the team between Gilles and myself. If Gilles was on the back of the grid, and getting the same attention as me, then maybe it would be different, but Gilles is a fast driver and it is natural that the team should also want to give him the best possible. I have got no complaints. Certainly having such a quick driver like Gilles in the team makes me try just that bit harder than perhaps I normally would.''

''We get on well together. People try and read something into the fact that I am angry if Gilles beats me in the last few minutes of practice. I think that's only natural. It's like running a five mile race and then having somebody drop in front of few just before the finish, anybody with a competitive spirit would be angry, but ten minutes later its gone.''

With a ten-point lead over his team-mate at the start of the second half of the season Jody sees Jacques Laffite as his main threat to the title. *''Even if Gilles takes three wins and I finish second three times, he still is a point behind me''*, points out Jody. *''Laffite is my biggest problem, perhaps even more so now that Patrick is out of the running. I think before there was a certain clash of interests within the team, but now the team will put all their efforts into Laffite. Perhaps it won't work that way, we shall have to see.''*

''Whatever happenes, I shall treat the next eight races like a completely new season and take each race as it comes. I won't be doing anything differently to the first half of the season—that's how I could mess things up.'' □

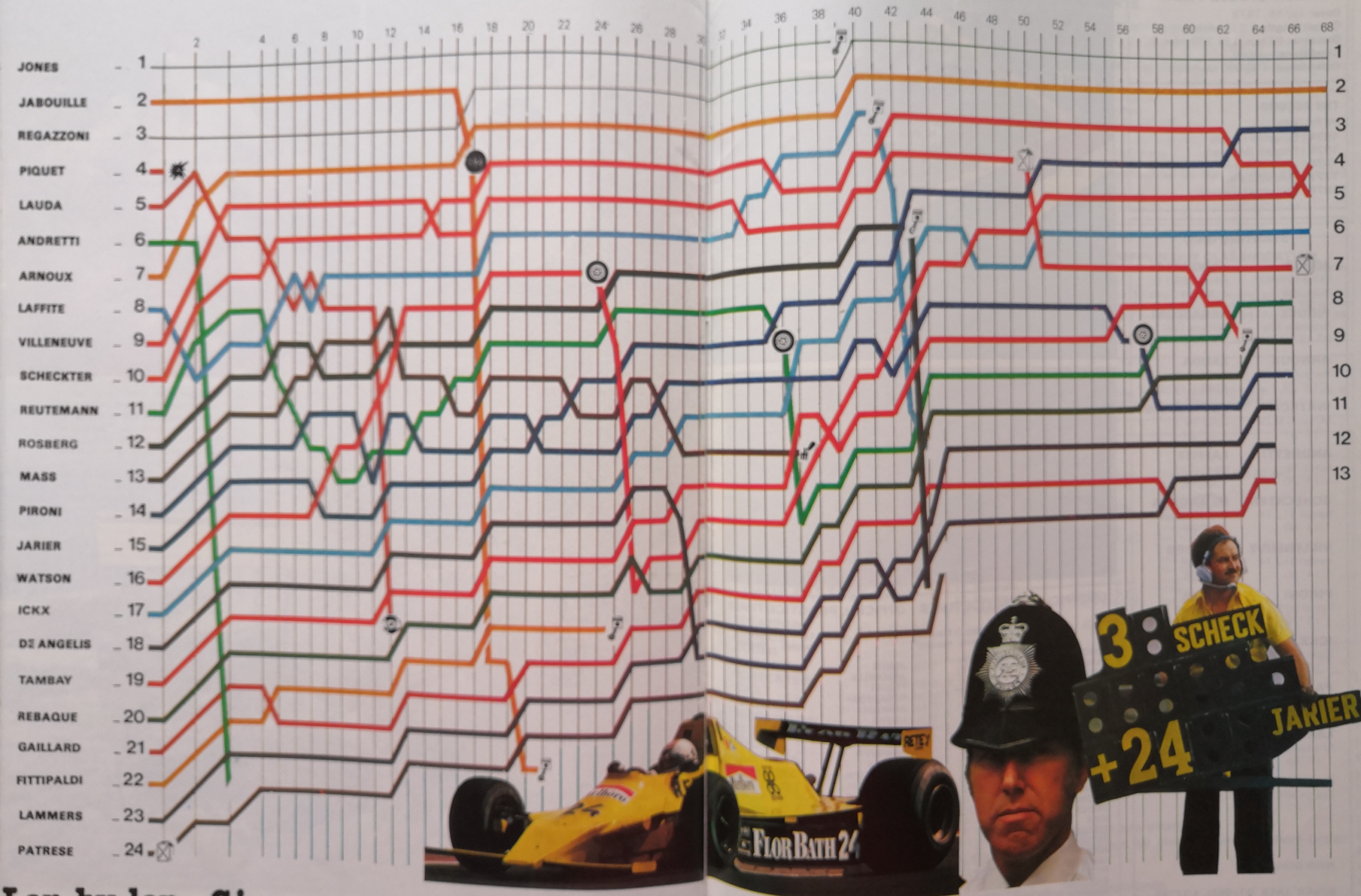
Opposite : his business life is almost as profitable as his sporting career. Jody's secretary, is an invaluable assistant.

He worships his son ; Jody's a good father.

There's a certain rivalry between Scheckter and Villeneuve. Jody gives as good as he gets.

Jody has simple tastes, particularly enjoying barbecues. Unfortunately, they're all too rare.

Lap by lap - Giro per giro - Runde um Runde - Tour par tour - Lap by lap - Giro per



Lap by lap - Giro per giro - Runde um Runde - Tour par tour - Lap by lap - Giro per

Silverstone statistics

BRITISH GRAND PRIX

Date: July 15, 1979
Circuit length: 2 932 miles
Distance: 68 laps, 199 378 miles
Conditions: overcast
Attendance: 100 000 spectators

THE RECORD

last five races

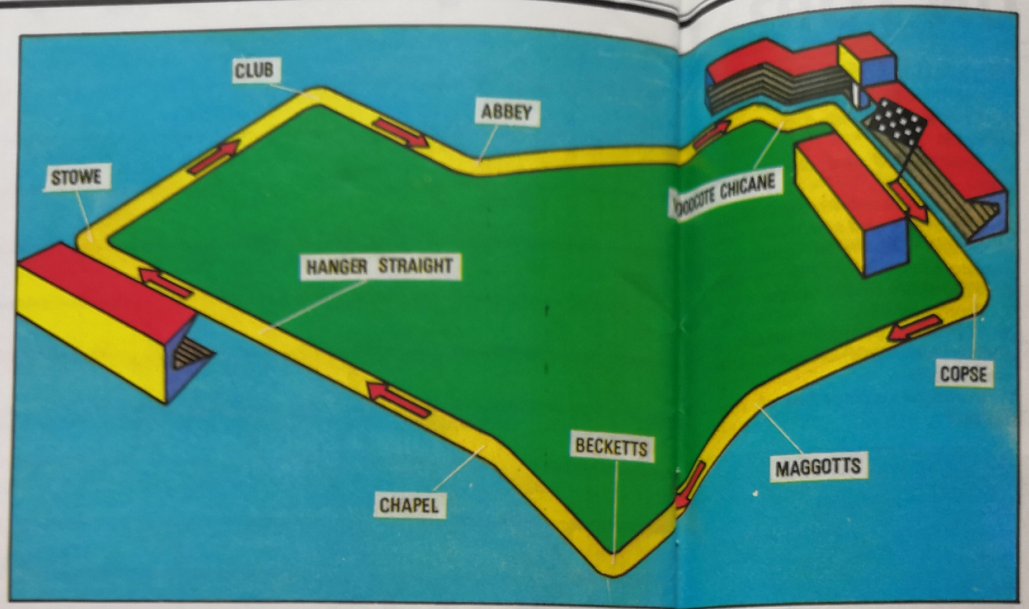
1974 : Scheckter (Tyrrell)
1975 : Fittipaldi (McLaren)
1976 : Lauda (Ferrari)
1977 : Hunt (McLaren)
1978 : Reutemann (Ferrari)

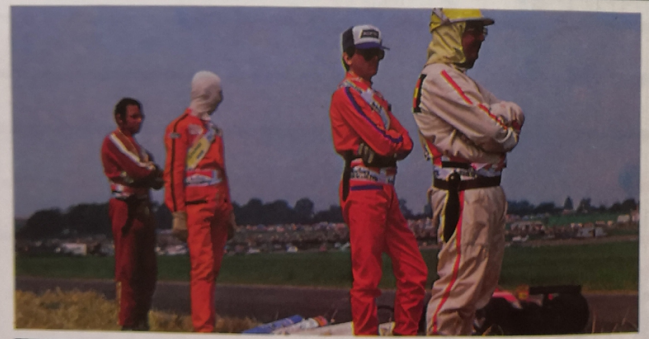
STARTING GRID

JONES Williams FW07 1'11"88	**JABOUILLE** Renault RS 11 1'12"48
PIQUET Brabham Alfa BT 48 1'12"65	**REGAZZONI** Williams FW07 1'13"11
ARNOUX Renault RS 12 1'13"29	**LAUDA** Brabham Alfa BT48 1'13"44
WATSON McLaren M29 1'13"57	**REUTEMANN** Lotus 79 1'13"87
ANDRETTI Lotus 79 1'14"20	**LAFFITE** Ligier JS11 1'14"37
SCHECKTER Ferrari 312 T4 1'14"60	**DE ANGELIS** Shadow DN9B 1'14"87
VILLENEUVE Ferrari 312 T4 1'14"90	**ROSBERG** Wolf WR8 1'14"96
PIRONI Tyrrell 009 1'15"28	**JARIER** Tyrrell 009 1'15"63
ICKX Ligier JS 11 1'15"63	**TAMBAY** McLaren M28C 1'15"67
PATRESE Arrows A2 1'15"77	**MASS** Arrows A2 1'16"19
LAMMERS Shadow DN 9B 1'16"66	**FITTIPALDI** Copersucar F5A 1'16"68
GAILLARD Ensign MN 179 1'17"07	**REBAQUE** Lotus 79 1'17"32

NON QUALIFIED:

STUCK (ATS D1/003) 1'17"44 ; MERZARIO (Merzario A/4) 1'19"57.





UNOFFICIAL PRACTICE TIMES

	Thursday morning	Friday morning	Saturday morning
JONES	1'13"95	1'15"29	1'14"58
JABOUILLE	1'14"19	1'15"70	–
PIQUET	1'14"49	1'14"27	1'16"37
REGAZZONI	1'14"90	1'16"13	1'15"00
ARNOUX	1'14"93	1'17"53	1'16"13
LAUDA	1'14"40	1'16"21	1'16"24
WATSON	1'19"52	1'15"29	1'16"61
REUTEMANN	1'15"23	1'15"74	1'16"89
ANDRETTI	1'16"58	1'17"08	1'16"98
LAFFITE	1'16"33	1'14"73	1'30"89
SCHECKTER	1'15"82	1'15"73	1'16"31
DE ANGELIS	1'16"70	1'15"52	1'17"82
VILLENEUVE	1'15"41	1'15"66	1'16"05
ROSBERG	1'17"10	1'16"87	1'18"41
PIRONI	1'16"92	1'15"43	1'17"27
JARIER	1'16"49	1'16"43	1'17"62
ICKX	1'17"97	1'16"68	1'17"94
TAMBAY	1'17"72	1'17"03	1'18"08
PATRESE	1'17"13	1'16"41	1'20"00
MASS	1'18"17	1'19"49	1'18"25
LAMMERS	1'19"26	1'17"28	1'20"57
FITTIPALDI	1'18"50	1'19"04	1'21"79
GAILLARD	1'19"07	–	1'20"27
REBAQUE	1'20"90	1'17"68	1'22"76
STUCK	1'17"91	1'22"97	1'19"59
MERZARIO	–	1'22"97	–

OFFICIAL PRACTICE TIMES

	1st session	2cnd session
JONES	1'11"88	1'12"13
JABOUILLE	1'13"27	1'12"48
PIQUET	1'13"47	1'12"65
REGAZZONI	1'14"32	1'13"11
ARNOUX	1'13"29	1'13"67
LAUDA	1'13"92	1'13"44
WATSON	1'14"45	1'13"57
REUTEMANN	1'14"07	1'13"87
ANDRETTI	1'14"64	1'14"20
LAFFITE	1'15"04	1'14"37
SCHECKTER	1'15"30	1'14"60
DE ANGELIS	1'15"82	1'14"87
VILLENEUVE	1'14"90	1'14"92
ROSBERG	1'15"35	1'14"96
PIRONI	1'16"31	1'15"28
JARIER	1'15"63	1'16"19
ICKX	1'16"76	1'15"63
TAMBAY	1'16"23	1'15"67
PATRESE	1'15"83	1'15"77
MASS	1'16"48	1'16"19
LAMMERS	1'19"29	1'16"66
FITTIPALDI	1'17"68	1'16"68
GAILLARD	1'19"18	1'17"07
REBAQUE	1'17"32	1'17"62
STUCK	1'17"44	1'17"99
MERZARIO	1'19"57	1'23"61

THEIR FASTEST LAPS

REGAZZONI	1'14"40	(39th lap)
ARNOUX	1'15"11	(31st lap)
JARIER	1'15"42	(61st lap)
WATSON	1'15"12	(66th lap)
SCHECKTER	1'16"02	(38th lap)
ICKX	1'15"73	(66th lap)
TAMBAY	1'16"42	(60th lap)
REUTEMANN	1'16"59	(21st lap)
REBAQUE	1'17"24	(63rd lap)
PIRONI	1'15"05	(66th lap)
LAMMERS	1'18"25	(55th lap)
DE ANGELIS	1'16"08	(61st lap)
GAILLARD	1'18"40	(58th lap)
VILLENEUVE	1'15"50	(53rd lap)
MASS	1'17"40	(55th lap)
PATRESE	1'18"13	(43rd lap)
ROSBERG	1'16"39	(36th lap)
LAFFITE	1'15"53	(38th lap)
JONES	1'14"89	(8th lap)
FITTIPALDI	1'18"93	(7th lap)
JABOUILLE	1'15"18	(6th lap)
LAUDA	1'17"62	(9th lap)
ANDRETTI	1'21"36	(2cnd lap)
PIQUET	1'26"36	(1st lap)

PIT STOPS AND RETIREMENTS

Patrese: stopped 1st lap, fuel pressure, retired 45th lap,engine.
Piquet: retired 2cnd lap, stalled after spin.
Andretti: retired 3rd lap, wheel bearing.
Lauda: retired 11th lap, brakes.
Jabouille: stopped 17th lap, changed four tyres, and 19th lap, changed nose cone, retired 21st lap, turbo.
Fittipaldi: retired 25th lap, engine.
Watson: stopped 25th lap, changed front left tyre.
De Angelis: stopped 29th lap, wing mounting.
Reutemann: stopped 36th lap, changed front left tyre.
Mass: retired 37th lap, gearbox.
Jones: retired 39th lap, engine.
Laffite: stopped 42cnd lap, retired 44th lap, engine.
Rosberg: stopped 43rd lap, retired 44th lap, fuel pressure.
Villeneuve: stopped 50th lap, changed four tyres, fuel pressure, retired 63rd lap, fuel pressure.
Pironi: stopped 57th lap, changed left rear tyre.
Tambay: ran out of petrol last lap.

PROVISIONAL WORLD CHAMPIONSHIP CLASSIFICATION

(after the Argentine, Brazilian, South African, USA West, Spanish, Belgian, Monaco, French and British GPs).

1. Scheckter 32 pts. **2.** Villeneuve 26 pts. **3.** Laffite 24 pts. **4.** Depailler and Reutemann 20 pts. **6.** Regazzoni 16 pts. **7.** Jarier 13 pts. **8.** Andretti 12 pts. **9.** Watson 11 pts. **10.** Arnoux 10 pts. **11.** Jabouille 9 pts. **12.** Pironi 8 pts. **13.** Jones 7 pts. **14.** Patrese 2 pts. **15.** Fittipaldi, Lauda, Mass, Ickx 1 pt.

CONSTRUCTORS CUP

1. Ferrari 43 pts. **2.** Ligier 34 pts. **3.** Lotus 20 pts. **4.** Williams 22 pts. **5.** Tyrrell 19 pts. **6.** Renault 14 pts. **7.** McLaren 11 pts. **8.** Arrows 3 pts. **9.** Copersucar and Brabham 1 pt.

RESULTS

1. Regazzoni	Williams FW07	1 h 26'11"17, 138.80 mph
2. Arnoux	Renault RS 12	24"28 behind
3. Jarier	Tyrrell 009	one lap behind
4. Watson	McLaren M29	one lap behind
5. Scheckter	Ferrari 312 T4	one lap behind
6. Ickx	Ligier JS 11	one lap behind
7. Tambay	McLaren M28 C	two laps behind
8. Reutemann	Lotus 79	two laps behind
9. Rebaque	Lotus 79	two laps behind
10. Pironi	Tyrrell 009	two laps blehind
11. Lammers	Shadow DN 9B	three laps behind
12. De Angelis	Shadow DN 9B	three laps behind
13. Gaillard	Ensign MN 179	five laps behind

Fastest lap: Regazzoni 1'14"40, 141.87 mph (record).

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McLAREN M29: BACK ON TOP?

Teddy Mayer didn't waste a moment in making sure that Ronnie Peterson joined his team for a season which he hoped would be more fruitful and successful than that in 1978 with the old M26. After the Monza tragedy, John Watson took on the job of number one driver at McLaren. But the only time the M28 featured was once in Argentina, admittedly with double value, when he took third place and caused a fair-sized pile-up. Since then, he hasn't been near the front of the field, and the 1979 season will no doubt be remembered by McLaren as one of their most disappointing. At least, when the M29 appeared at Silverstone, it looked promising.

by Giorgio PIOLA

"The M29 has been introduced in order to correct the problems with the M28. It was clear that a light, compact car would be more effective than a larger car with more aera and greater ground effect. It also became obvious that our honeycomb, chassis, although strong, was not only time-consuming and complicated to build, but was too heavy and did not give the necessary flexibility to make changes quickly." That was Teddy Mayer's official statement on presenting the new car. But we have to go back through the history of the M28 to see why it was so quickly discarde. Ever since it was introduced in October of last year, observers have been generally dismayed at its rather clumsy appearance. Gordon Coppuck, in designing the car, had rather concentrated on safety. The M28 was perhaps the safest wing car, but it was also the heaviest. Furthermore, the airflow to the side pods was considerably distrubed by the front shock absorbers which were mounted exteriorily.

Coppuck tried to modify the car a couple of times but without great success, and finally decided to design a new car. The Ford Cosworth engined cars that seemed the most successful were the Ligier and the Williams. Why not draw a car inspired by these two cars?

Often one saw the McLaren mechanics gazing at these two cars. The reason for this interest was obvious at Silverstone: the M29 was indeed inspired by them. The car's structure is very simple, and there are no additional gimmicks, for the car was designed very quickly and had no wind tunnel work done on it. The actual dimensions of the M29 (twice the dimensions were reduced on the M28) are closer to those of the Williams than the Ligier's. Bare of its bodywork, the new McLaren is virtually a copy of the car which won at Silverstone, especially in its search for simplicity.

The monocoque is very narrow with a single fuel cell. Two water radiators (Volkswagen) are fitted to either side. As on the Williams FW 07, there is a heat exchanger in order to spare the weight of heavy oil radiators. Oil is cooled by water coming from the radiators.

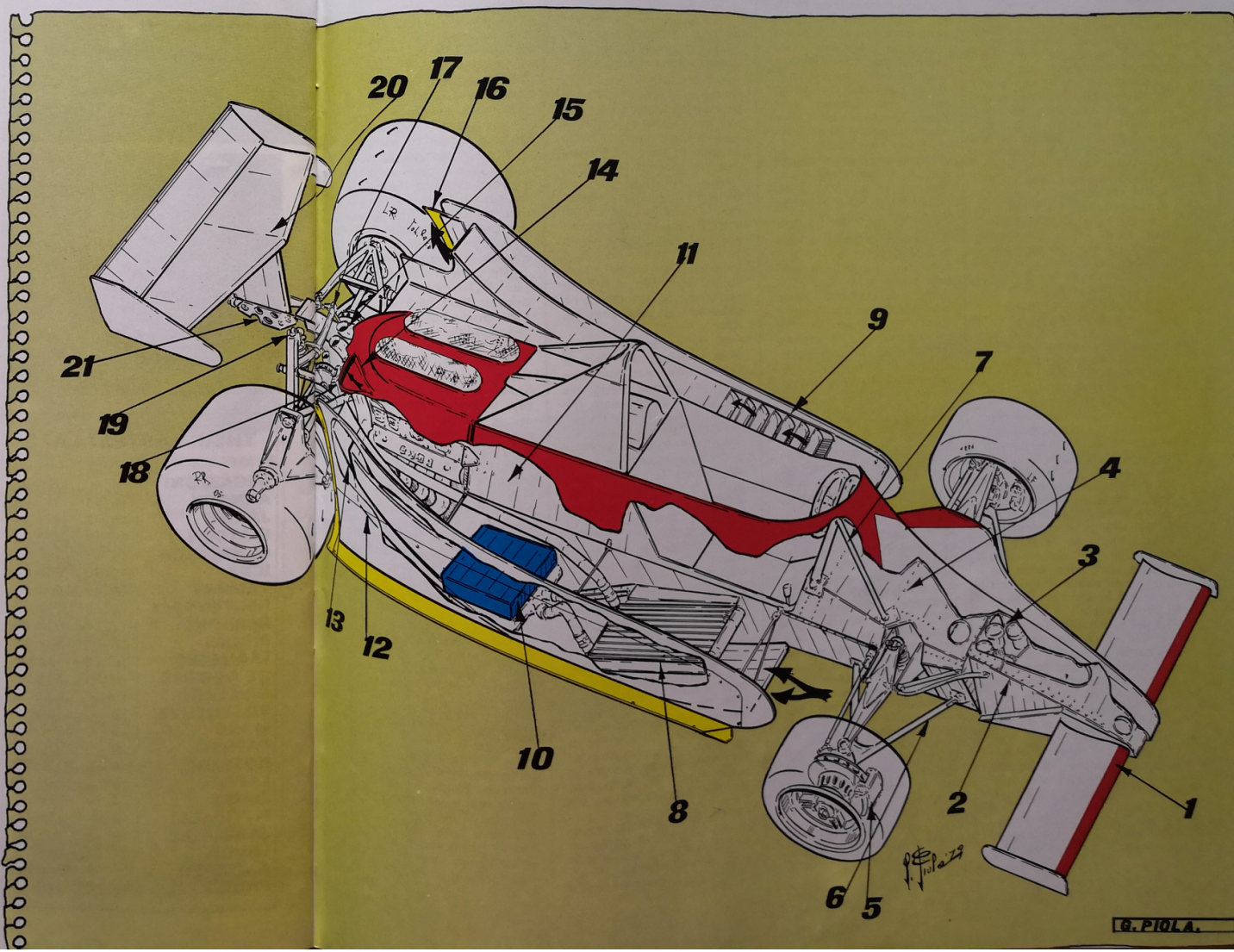
Everything is designed with the final aimof making the car light and simple. The M29 should be at least 125lbs lighter than the M28. That isn't in fact the case thanks to safety. In front of the pedals, there's a structure which as well as being a solid mounting for the front nose fins, is also to protect the driver's legs from frontal impact in case of a crash. Not all wing cars have that structure. The M29 differs from the Williams in the rear brakes which are mounted on the gearbox, and by the air extractors in front of the rear whels. The bodywork, particularly the rear end, is more reminiscent of the Ligier than the Williams. Another example of simplicity is the centrally mounted rear wing support (lighter) in place of the side plate mounted wing.

Further simplicity is found in the braking system, for the M29 doesn't copy other recent cars, having only single calipers instead of the normal twin calipers. The rear suspension, on the other hand, is of interest, because it's mounted behind the disc brakes. It uses normal lever arms working combined springs shock-absorbers, but other car have their's mounted in front of the brakes. So Gordon Coppuck has designed what can now be called a conventional wing car, without the complications of the Lotus 80 and the Arrows A2. On the other hand, that's what he's had to do, for we're now in the middle of the season, and he has had very little choice. But it's a fine example of the team's application and even humility, not often seen these days. The M29 will hopefully be a further lesson to the team which is so well-known for building efficient yet simple cars. □

McLAREN-FORD M29

1. *Front nose fins.*
2. *Chassis extended for safety reasons.*
3. *Brake fluid and clutch cylinders.*
4. *Top of the monocoque enclosed for improved stiffness.*
5. *Single Lockheed brake caliper mounted in front of the disc.*
6. *Very wide lower wishbone.*
7. *Front roll bar.*
8. *Two Volkswagen water radiators mounted either side of the cockpit.*
9. *Vents to extract hot air from radiator.*
10. *On the Williams, the oil water radiators heat exchanger is mounted on the left. It's mounted on the right on the McLaren.*
11. *Single central fuel cell.*
12. *Normal side pods contain exhausts...*
13. *...but at the rear they look like the Ligier's.*
14. *NACA ducts for cooling rear brakes.*
15. *Exhaust. An aluminium plate protects the gearbox from the heat.*
16. *A flexible plastic skirt extending the side pods to the rear wheels.*
17. *Anti-roll bar.*
18. *Single caliper Lockheed disc mounted in front of the disc on the gearbox.*
19. *Lever arm operating combined shock-absorber springs mounted behind the brake disc.*
20. *Small delta wing.*
21. *Central wing support, lighter than that with two side plates.*

Wheelbase	**106.5 inches**
Front track	**68.5 inches**
Rear track	**62.6 inches**
Overall length	**173 inches**
Weight	**1295 lbs**
Weight distribution	**32/68**



RECALLING SILVERSTONE '67

by Maurice HAMILTON

It's the cold water that does it. You've watched practice, returned to the car, unravelled your camping gear and claimed a pitch in the field opposite the Silverstone main gate. A struggle with poles and tangled guy ropes produces much swearing and a frantic recall of the last time the tent was erected. It was a year ago exactly, at Brands Hatch. The hammering of pegs with the heel of your shoe carries across the half-empty field.

Time to sort out your possessions: important items first, autograph book, camera, stop watch, wet weather gear, then clothes and wash bag. The accomodation is without bath or shower but there's running water from a tap at the rear of a disused shed at the bottom of the field. The 'bathroom' is vacant. Force the tap open; the pipe rattles and vibrates, water eventually spitting forth in fits and starts and soaks your feet. Cupping hands, you pitch the ice cold liquid onto your burning face. That's when you realise you are camping again. It's the final confirmation that the 1967 British Grand Prix is well and truly under way.

Ears ringing and cheeks stinging, you realise suddenly how hungry your are. Down to Towcester, counting the shillings and pence before entering the 'Scaracen's Head' for the luxury of a steak and adjourning to the bar later for a drink.

The room is packed, doors and windows wide open, the orange of the late evening sun shining on red faces. A couple of Americans get to grips with bitter while a few locals steadfastly maintain their usual stance at the bar while listening to this strange new conversation. Enthusiasts revel in a room full of people who actually understand what the sport is all about. They don't need beer to reach the state of euphoria tonight.

The talk is about the Lotus 49, the car which has set new standards during the preceeding three races and those who have not been out to Stowe are urged to do so by those who have. There's much to see, the dipping yellow nose of the 49 highlighting Clark's late braking. He runs deep into the corner before the rear squats down and the tail kicks out under the sudden punch from the DFV.

But what about Stewart in the H-16 BRM? What a pig that car is but did you see the way he drifted the machine through Becketts? "*Yeah,*" says one of the Americans. "*I was at Spa, Belgium, and he had to drive that thing with one hand while holding it in gear with the other for Christsakes. He finished second but the best man won,*" he added with a wry smile.

Gurney has been struggling at Silverstone but it's agreed that he has to be a good chap simply because he has given his second car to Bruce McLaren. That thought provokes a Londoner to join in. "*We were driving to Silverstone along the back road from Aylesbury and my mate, he's a good driver, right? He's hammering along and suddenly says there's some bloke behind in a Mercedes getting all the lines right and really having a go. So we let him past and bugger me if it isn't old Bruce McLaren in a 280.*" Such close contact with a driver had to be worth another pint.

A parade of historic cars includes Moss in a 300 SLR Mercedes. We find him standing beside a Maserati 250F during the lunch break, white helmet under his arm, chatting happily about racing. You fire the question and he answers with honesty and enthusiasm. The chat is making him thirsty. He walks down to his Mercedes SL convertible, the hood is down and he flips open the top of a fridge built into the back, pulling out a bottle of bitter lemon. It's Schweppes. We go to the 'Scaracens Head' that night and drink gin and bitter lemon. It has to be Schweppes, naturally.

There is much to discuss. Amon's battle with Brabham for instance. Somehow Brabham contrived to lose both his mirrors making his car wider than ever and poor Amon was bombarded with stones and debris. But he hounded Jack remorselessly and then it happened at Woodcote—and we saw it. At the end of 75 laps with five to go, Brabham made a small error, slid sideways for an instant—and Amon was there in a flash, running alongside under the noses of the cheering Ferrari mechanics and taking the line into Copse. A moment to savour. He pulled away immediately but second place man Hulme was out of reach and Clark's lead had never been in dispute save for the opening laps when Hill had run at the front. The Lotus team dominated the race with the two green cars powering away from the inside of the front row that was four cars wide. Hill eventually retired when the rear suspension broken leaving Clark to win by thirteen seconds.

It was a popular victory, the car, the mechanics and team personnel joining Clark on a trailer for a lap of honour. The track was thick with jostling spectators. We stood on the bank by the Motor bridge and took photographs of the calvacade passing through. Little did we know it, but it was the last time we were to see Jimmy Clark.

We drank to a Lotus victory at the Nürburgring and talked about Silverstone, remarking it was a pleasant place to hold a motor race. Back to the circuit for a last night under canvas. Awake, mouth dry, to find the field empty. At least there's no queue for that cool refreshing water.

Each drinker has his favourite driver of course and Rindt is high on many lists with more than one person citing his spectacular spin during the French Grand Prix. The Cooper team have entered three cars and it's agreed that Alan Rees is making a workmanlike job of his Formula One debut with such a lumbering car. Someone says they saw Rindt talking to Jack Brabham but that can't be right because Hulme seems settled in that team. The paddock is certainly the place to be between practice sessions. The cars are worked on alongside the transporters and we are allowed to stand close by and watch. The drivers are there too and it's nice to see the human aspect of it all. Jimmy Clark, now a tax exile, is back for just the one race. He and Hill are interviewed and, while Graham rises to the occasion, Clark stares at the ground and nervously bites his finger nails as he waits to suffer agonies far worse than he ever experienced on the track.

Mention is made of Bob Anderson, a privateer struggling on enthusiasm and precious little else, hurtling through Woodcote, the Brabham-Climax bouncing across the track, the driver fighting to keep up with his machine and the works teams before returning to his Volkswagen pick-up in the paddock. But what about that Frenchman with the peculiar name, Guy Ligier or something? He's bought the BT20 Denny Hulme used to win Monaco. "*What a waste,*" we all say. "*Should give it to Anderson. Ligier will never make it into the motor racing history books,*" we said with authority.

Having put the world to rights, it's back to a field that is now full of tents and caravans strewn at random. By sheer good fortune our front seat passenger spots a slumbering form curled in a sleeping bag just as we are about to swing the car across his bedroom. He doesn't appear to appreciate air horns at this time of night...

Like it or not, race day dawns at 6 am as traffic streams into the circuit. There is a queue at that tap already. Time to read the Grand Prix edition of the Daily Express. Nice colour photograph showing 27-year-old Jackie Stewart talking to 30-year-old Jimmy Clark, both men wearing short back and sides and flame-proof masks wrapped round their necks. They say Clark is talking about his 125 mph lap. A map shows Copse is taken at 80 mph, Stowe at 105 mph while it says Woodcote may be taken at as much as 135 mph, fantastic. Surely they can't go much faster than that?

The still morning air around Silverstone seems to be floating in an aroma of bacon and eggs. The place is strangely quiet save for blustery, cheery gate men who bid a hearty good morning while they check your forty shilling stand ticket. The paddock is wonderfully relaxed: nobody bellowing over the tannoy: no pushing and shoving. 8.30 a.m. and the sound of a revving 12 cylinder engine on the Club Straight is worth investigating before breakfast. It's Rindt trying the new Cooper with the 36 valve Maserati engine. He blasts up and down the straight as only he knows how, the only concession to a driver's uniform being the familiar green Bell Bagnum. Finally he stops to confer with team manager Roy Salvadori. They seem satisfied and Rindt climbs out. Only a handful of people: easy to get an autograph. What a splendid start to the day. There's more to come.

WASHING IN RECORD TIME

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IN THE SHADOWS

Elio De Angelis had never qualified so high up on the grid. The atmosphere within the team should have been good and optimistic. The new rear suspension had worked well, and augured well for the future. But giving the suspension to De Angelis had provoked Jan Lammers'wrath. The optimism of the moment was lost in feeling of uneasines.

By Eric BHAT

It's overcast on this Thursday afternoon. Jan Lammers walks slowly back to the team's motorhome. It's as though a spring has broken within this little chap, normally bouncy and full of life. His young face has lost its happy look, he scowls, he's unhappy.

At that time, at the end of the first qualifying session, the Dutch driver was not qualified. Only Arturo Merzario is lower on the grid, and the two of them are provisionally on the motor racing reserves bench. Persistent oversteer has stopped Jan from qualifying. At no time was he able to get near teammate Elio De Angelis's fifteenth fastest time of 1'15"83. Jan was 3"5 away.

And he knew why.

Elio was quicker because his car was fitted with new rear suspension which had immediately improved the car. *« From the moment I started using it, driving in the same way, I gained a second and a half »*, admitted the Italian. *« In fact the potential of this modification is around two seconds. Traction is much better. The car is finally beginning to handle better »*.

Jan Lammers reckoned that he should have been the first to try the suspension. It made him unhappier that he hadn't been able to use the suspension than his non-qualifying. He felt it was unfair. His anger was cold. Sitting on bench, his eyes wandering into the future, he talked in a hesitating and fatalistic voice. *« They bring out new suspension and give it to Elio. It's not right. I'm not saying that I'm faster than Elio, but I'm saying that I'm at least as fast as he is, and I deserve the suspension. At Dijon, the last race, I qualified in front of him. An during the private test sessions since, I've been just as quick as he. OK, he's finished seventh twice, but only because so many meople retired in front of him. He's quick, but I'm just as quick. »*.

He's quiet for a moment, a look of irony crosses his face, before he goes on. *« I brought a sponsor into the team, and Don Nichols is now using the budget on someone else. I like people to keep their word. I don't like it when people to keep their word. I don't like it when people promise things before a contract is signed, and then they go off and do something else after it's signed. It's dangerous : my sponsor could become disappointed and pull out of racing altogether. That would be bad for everyone. I like Elio a lot, I get on well with him, but I'm disappointed with the way things have turned out »*.

Even though he hasn't spoken that loudly, it's noticeable that this isn't the same Lammers that we know from preceeding Grands Prix, the happy fellow, despite his none too spectacular results. That doesn't worry him, he considers this year as one of apprenticeship, one in which he must gain as much experience for the future as possible. Everything is OK as far as Elio is concerned, providing the cars are similarly prepared.

Today, perhaps, he's overdone it a little, but he hasn't restrained his anger.

THE NEED FOR A CHANGE OF AIR

The fact that Nichols has told Lammers that he'd have the new suspension for Hockenheim does little to reassure the Dutchman. *« Of course I'll have it for Hockenheim, but he'll have some other modification there, and that's the way it will be throughout the season. When my DN9 is up to the same specification as his, he'll have the new car. I won't get it »*.

— Do you think you'll go elsewhere at the end of the season ? You've got a three year contract.

« It's a contract with my sponsors, not with Shadow. I just hope that all the other drives are not already taken care of within other teams ». By saying this, Jan leaves no doubt as to his intentions next year, although with his disappointment so much in mind, perhaps it wasn't the wisest thing to say at the time.

When one asks Nichols why he has decided to give De Angelis the new suspension rather than Lammers, his reply is at first evasive : *« It's a team decision. You can draw your own conclusions »*. Then he reverses the question : *« What do you think ? »* One tries to weigh up the respective merits of the two drivers. De Angelis has often been impressive thanks to his determination, but that's not always been controlled. Lammers, perhaps, hasn't been so quick but on the other hand, he's been a lot more reliable. *« You're right »*, says Don, before commenting : *« I think that on the whole, Elio is faster than Jan. Jan has only qualified quicker on two occasions ; at Long Beach and at the French Grand Prix. But on the first occasion Elio had damaged his race car after going off and had to qualify in the spare car. On the second occasion at Dijon, he had a shock absorber that was stuck »*.

« When we built up the new suspension », adds Nichols, *« we didn't know whether it was any good and whether it was going to improve the cars. During prelimanary testing at Silverstone, we weren't using the chicane so it wasn't very indicative »*. So Nichols didn't know whether it was going to be better or worse when he had the suspension fitted to Elio's car.

« I would go on to say », concludes Don, almost to free himself of blame, *« that if we had to make a choice between Elio and Jan, we might perhaps make a different decision »*.

Jan Lammers is 23, Elio De Angelis is only 21, although they actually look more one another's age. Although they are young, which could well be an advantage, they have controlled their impulsion and determination. But Jan's anger on Thursday afternoon was followed by Elio's 24 hours later.

Thanks to his performance the previous day, Elio was given a set of qualifying tyres by Goodyear for he second timed session, which should have allowed him to exploit the full potential of his new car. He had acquitted himself well, for having used the softer tyres, the Italian driver was faster than the two Ferraris, admittedly on not very good form. But all the same, Elio was in front of the World Championship leader. He was obviously happy about this, and asked for another set of qualifyers to defend his position in front of the two Ferraris. But it didn't happen, and he was somewhat disappointed. He was even more disappointed when Don, at the end of session, brought him into the pits to put Jan Lammers in the car. The Duch driver needed to qualify.

De Angelis accepted the decision but not without some difficulty. At Dijon, the Italian was upset when Nichols, during the last practice session, asked him to follows Lammers in order to get the lines right in the corners. Elio was a lot slower than his Dutch teammate, but he didn't realise that one of his shock absorbers wasn't working. At Silverstone on the Friday afternoon, De Angelis took Nichols's decision badly, and he scowled as he watched Lammers get into his own DN 9.

« Jan hadn't qualified at the time, » said Elio. *« He could only do about five or ten laps in my car if he was to qualify in it, and he risked going off because he was trying hard in a car that he didn't know. Furthermore, at Dijon, I was in the same situation, but Don didn't call in Jan and put me in his car so that I could qualify. So what had made him change his mind ? » Whatever, Lammers qualified, and his smile returned.*

LIFE GOES ON

A bad decison by Don Nichols, or was it the vulnerability of the two ambitious young drivers ? Perhaps a little of both. Perhaps it's just one of those every day occurrences in a racing team. The fact that it's within a team that is towards the back of the grid probably has something to do with it seeming worse than the same instance in a front running team. On reflection though, the weekend in England was, for the Shadow team, one that was full of promise. Elio De Angelis started between the two Ferraris. The two Shadows, although a little delayed, both finished which says something for their reliability.

Furthermore, the contentious rear suspension would seem to have worked and could be an encouragement for the future. *« John Gentry has been re-employed by us to design our new car which should appear for the last two Grands Prix this season, »* added Nichols hopefully. *« And I'm currently talking with some sponsors which should mean that we start off next season with good financial support. »* □

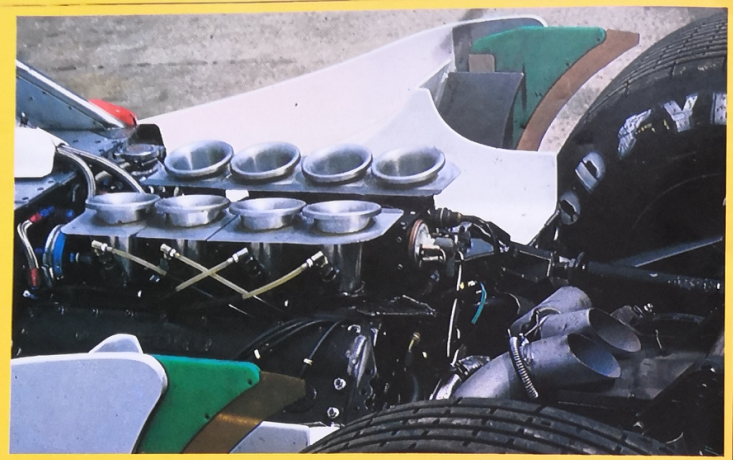
Jan Lammers: concentration and hard work, plus reliability, but few good results. He's happy to learn.

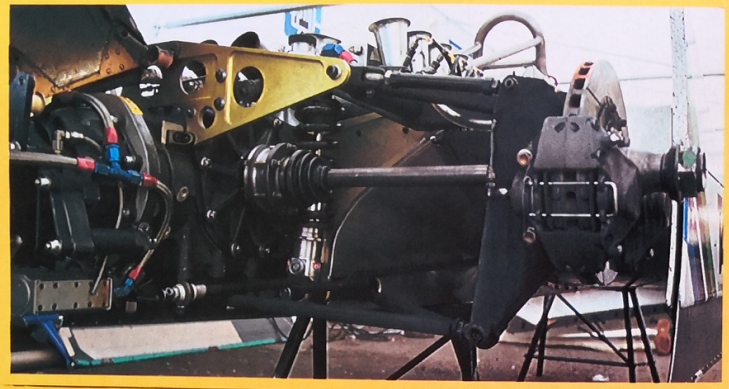
De Angelis: brave, lots of ambition, but sometimes too much determination. On the whole, though, he has proved to be faster than his teammate.

SAUDIA WILLIAMS

Williams-Ford FW 07 / 03 :
Alan Jones (AUS)
Williams-Ford FW 07 / 02 :
Clay Regazzoni (CH)
Williams-Ford 07 / 01 :
spare.

There were a few modifications on happy Frank's cars, in particular the extending of the side pods beside the engine, and bodywork around the engine. These ideas, first used on Jone's car, were to increase top speed. Regazzoni's car was to receive these vital modifications for the race. The revised pods were the result of intensive testing purely to obtain better top speed.
During practice, Jones came up against his usual rear brake cooling problem, which was solved with big air scoops. Alan couldn't improve on his superb time on the first day of practice as he was using a somewhat tired engine during the second timed session. His engine couldn't stand the pace of hard battle and gave up, while Regazzoni took the chequered flag without problems.





RENAULT-ELF

Renault RS 11 :
Jean-Pierre Jabouille (F)
Renault RS 12 :
René Arnoux (F)
Renault RS 10 :
spare.

Renaults RS 11 and 12 were virtually unchanged following their tremendous race at Dijon,and they seemed to have beaten the reliability problem too. The French team concentrated mainly on getting the right balance with the wings to give less downforce on the Silverstone circuit which demands much less than Dijon.
First of all they had a couple of panics due to skirt trouble, but then the Renaults were stricken by a curious gearbox problem. During Thursday's untimed session Arnoux was delayed, and on Saturday morning Jabouille couldn't use the car at all. For the latter, not running in the warm-up turned out to be fatal, for he couldn't give Michelin enough information as to what tyres he would want. Only Arnoux of the four Michelin drivers did enough laps (with full thanks) to really determine track conditions and he chose 201 compound for front and rear left, and 199 on the right side. *« It was a wise choice, »* commented Dupasquier, *« and one which proved right for the race. Jabouille wanted to try 199 on the left and 201 on the right but that proved to be too fragile a combination for 68 laps. »*
Jabouille had to stop for front and rear tyres, and during the pit stop, one of Jean-Pierre's front nose fins got caught in the air line of a wheel wrench. When the car left the pits, the line tore off the fin. Three minutes later Jabouille was back at the pit in order to have the fin replaced. His engine overheated considerably and didn't last longer than another three laps.
By finishing in second place, Arnoux demonstrated that the turbo is reliable. But at the same time, René drove a sensible and intelligent race.

CANDY-TYRRELL

Tyrrell-Ford 009 / 04 :
Jean-Pierre Jarier (F)
Tyrrell-Ford 009 / 04 :
Didier Pironi (F)
Tyrrell-Ford 009 / 11 :
spare.

There's still nos sign of Tyrrell's electro-magnetic suspension, but during the first day, Jarier's 001 was fitted with electronic sensors on the rear suspension to give Maurice Philippe some more details. On Friday evening, Pironi described his car's handling thus : *« I'm lacking grip at both front and rear. Once you reach a certain point, it's as though the car has lost its skirts »*. Jarier was suffering similarly.
Along with a number of other drivers, Pironi had to come in for a tyre change during the race, while Jarier finished an unexpected third.

MARLBORO TEAM MCLAREN

McLaren-Ford M 29 / 01 :
John Watson (IRL)
McLaren-Ford M 28 / 2C :
Patrick Tambay (F).
McLaren M28 / 3C :
spare.

Finally Team McLaren appeared with a car that was likely to put them back in front. And about time too !
The 29 was a lot different to the 28, retaining only the stickers and the engine of the preceeding and deceiving older car. Patrick Tambay had to have a 28 but Teddy Mayer has promised him a 29 for Hockenheim.
On Thursday morning, the M29 had a troubled time to mark its official debut. John stopped after three laps due to a faulty spark box but also because the engine was on the point of expiring. They changed the engine for the officially timed session. After being sixth quickest in practice, Watson set the fifth fastest lap during the race. A good debut... despite a stop to change the front left tyre on the 25th lap. Patrick Tambay drove a well-paced race, but once again ran out of petrol a couple of laps from the end.

FERRARI SEFAC

Ferrari 312 T4 / 039 :
Jody Scheckter (ZA)
Ferrari 312 T4 / 038 :
Gilles Villeneuve (CDN)
Ferrari 312 T4 / 037 :
spare.

There was a rare occurerence during pratice which afflicted the team : two broken engines ; Thursday for Jody, Gilles on Friday. That, in some ways, could go towards explaining the relatively poor showing of the Ferraris during practice, but in fact they suffered most from poor road-holding. Ferrari produced front and rear wings which weren't so great in depth and thus didn't have so much downforce, and the bodywork was also designed for less downforce, fitted with little flaps in order to channel the air towards the back and under the wings.
Once again, for the British Grand Prix, Ferrari brought along two versions of their flat 12 : one giving maximum power for maximum straight line speed, and the other built more to last. Tenth and twelfth times in the first session, eleventh and 13th times during the second, the Ferraris were only eighth and eleventh fastest during the race.
Scheckter could do nothing about Laffite who passed him, and equally had to let Jarier and Watson by. What with a vapour-lock and deteriorating handling, the race couldn't stop early enough for Scheckter.
Villeneuve stopped on the 50th lap. The mechanics changed all four wheels, but he had trouble with his own type of vapour-lock and which caused his retirement five laps from the end.
Afterwards, in the paddock, the mechanics noticed that there were still 15 litres of fuel left in Scheckter's tank, and more than 50 in the Canadian's. Fuel feed was to blame.

LIGIER GITANES

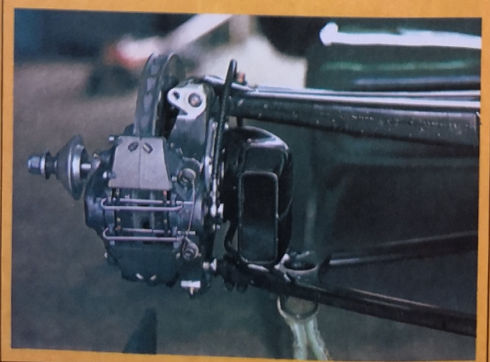
Ligier-Ford JS 11 / 04 :
Jacques Laffite (F)
Ligier-Ford JS 11 / 01 :
Jacky Ickx (B)
Ligier-Ford JS 11 / 03 :
spare.

Modifications, revisions, more modifications ! The suspension geometry had been redrawn on Laffite's 04, there was bodywork beneath the exhaust system, and the side pods were rounded off inside by using fibreglass on the 01 model, which also had a very flat wing. Midway through practice, Ickx discarded these while Laffite was struggling with a car whose handling was strange to say the least. They played with the shock absorbers and the anti-roll bars to no effect. The next day, Ickx managed to set his car up a little better. Jacques' problem turned out to be that an aluminium part connecting the steering to the front upright had worn prematurely. « *Just a millimetre's tolerance can lose you nearly two seconds a lap* », explained the driver. During the night, two new and bigger parts were machined at Hesketh's works, a couple of miles from Silverstone. On Saturday morning, during the warm-up, the team struck the peak of bad luck. While the Belgian cam back which a burnt clutch, Laffite was let down by his fuel system. The Ligier mechanics plundered the spare of the suitable parts during the four hours before the race itself, and fitted them to Laffite's car. On the 37th lap of the race, when Laffite was in an excellent third place, his V8 started to feel the strain of the race. A pit stop revealed that a plug had broken and that, effectively, stopped him. Ickx finished sixth, but was held up by his engine too. It was 400 revs down, furthermore, his car oversteered rather too much.

MARTINI RACING TEAM LOTUS

Lotus-Ford 79 / ML 25 :
Mario Andretti (USA)
Lotus-Ford 80/ 1 :
Andretti's spare
Lotus-Ford 79 / ML 22 :
Carlos Reutemann (RA)
Lotus-Ford 79 / ML 21 :
Reutemann's spare.

Certainly Team Lotus aren't what hey used to be, or at least, not what they were a year ago. The 80 / 2 which appeared at Dijon was left in Norwich. On the 79 / ML25 and 22 models, the front suspension had been changed interms of new mounting points. The ML 21, on the other hand, revealed new mounting points for the combined shock-absorber springs which necessitated two openings in the bodywork.
During each session, Andretti briefly and unsuccessfully drove the 80 / 1. On Friday morning, on his 79, the rear left wheel bearing broke, which was also to cause his retirement during the race.
Reutemann had a lot of trouble with skirts which caused Chapman to make some new skirts, much more supple and to be used on the right hand side of the car. They weren't very good. During the race, Carlos did some 30 laps with the right skirt jammed up.



SAMSON SHADOW

Shadow-Ford DN / 3B :
Elio De Angelis (1)
Shadow-Ford DN9 / 4B :
De Angelis's spare.
Shadow-Ford DN9 / 2B :
Jan Lammers (NL)
Shadow-Ford DN9 / 5B :
Lammers's spare.

De Angelis's car had new rear suspension. Il was more efficient (by 1''5 according to new designer John Gentry) than using the recent extractor chimneys for the lever-arm suspension left the internal flow from the side pods completely free. The large lower wishbone was adjustable, the brakes were in the wheels and there was a lever arm which operated the spring-shock absorber set-up mounted on the gearbox. The rear brakes might have been in the wheels, but they suffered from overheating.
For the moment, Lammers is still using the normal DN 9. On Thursday, De Angelis suffered gearbox trouble which was changed during the untimed session.
On Friday, the two Shadows had their springs changed front and rear. « *The new suspension is looking good, it suits the Good-years tyres admirably.* » Shortly before the end of the final official session, Lammers still hadn't qualified. The Shadow pit called in De Angelis and Lammers took over the car, and qualified within four laps.
De Angelis had clutch slip on the grid and moved forward a few places which was to earn him a minute's penalty. On the 20th lap his wing broke and the lost two minutes in the pits.
Lammers never found a solution to the considerable understeer his Shadow suffered. The problem was still there during the race. « *At the start, it disappeared, but when the tyres were well warmed up, there was nothing I could do about it.* » The retirements in the race meant that Don Nichols's team did fairly well, even if only in terms of reliability.

OLYMPUS-WOLF

Wolf-Ford WR 9 :
Keke Rosberg (SF)
Wolf-Ford WR 7 :
spare.

Wolf brought yet another chassis to Silverstone, the WR9. It was identical to the 7 and 8 as a chassis, but the rear suspension was new, using a larger lower wishbone and mounted lower than before. The suspension was operated by a lever arm operation spring-shock absorbers behind the gearbox. The brakes, outboard, were twin caliper with a single piston each. The driveshafts were positioned close to the lever arms which left the area behind the side pods free, which in turn should have increased the ground effect. The extractors were of the concave design whereas those on the WR 7 are inclined.
On Thursday, Rosberg used front nose flaps and had problems with sticking skirts. The flaps were taken off the next day, but halfway through the official session, the car suffered fuel feed trouble.
At he last moment, Peter Warr decided not to start WR9 and the fuel feed system was fitted to 7 while it received last minute bodywork adjustments. Rosberg found that his fuel pressure problems returned which finally caused his retirement on the 44th lap.

TEAM REBAQUE

Lotus-Ford 79 / ML 19 :
Hector Rebaque (MEX)
Lotus-Ford 78 / 18 :
spare.

« *We haven't had any particular problems during the weekend. It's mainly consisted of little handling problems, in particular chronic understeer.* » Of course, taking into account Chapman's own problems, it's not surprising that it's hard to obtain new parts. In terms of innovations, there were little wings on the side pods which were intended to help the flow of hot air away from the exhausts.

WARSTEINER-ARROWS

Arrows-Ford A2 / 1 :
Riccardo Patrese (1)
Arrows-Ford A2 / 2 :
Jochen Mass (D)
Arrows-Ford A1 / 3A :
spare.

Southgate's « bombs » sported a number of minor modifications. The main one was to improve engine cooling. Instead of the original low wing, Patrese and Mass tested a smaller wing mounted higher up (as on the Lotus 80). Only Patrese used it during the race. The two Arrows driver lost a lot of time trying to find ideal handling, using in particular harder anti-roll bars and softer springs.
Patrese left the track on Friday afternoon and damaged the front right and side of his car. He finished the session in the spare, but used his own car the next day. He asked for all the suspension mountings points on his own car to be changed to make sure they were sufficiently strong. Riccardo stopped shortly after the start after his car overheated on the grid, and a couple of laps later, he was back in the pits with low fuel pressure. His engine gave up on the 45th lap.
Mass, on the other hand, had an average if not good race, getting up to eighth on the 12th lap. But he stopped 25 laps later : the rear anti-roll bar was broken and he had no fifth year.

COPERSUCAR-FITTIPALDI

Copersucar-Ford F5 / 1 :
Emerson Fittipaldi (BR)

Not a good weekend for the Brazilian ; no sign of his redesigned F6 for a start. It seems that the moulds for the side pods have even been destroyed in the Italian workshops where they were being built thanks to strikers. Emerson's practice was uneventful, but his race was stopped by falling oil pressure early on.

BRABHAM

Brabham-Alfa Romeo BT 48 / 2
Niki Lauda (A)
Brabham-Alfa Romeo BT 48 / 3 :
Nelson Piquet (BR)
Brabham-Alfa Romeo BT 48 / 4 :
spare.

The side pods giving more downforce that appeared at Dijon had been taken off for Silverstone. Gordon Murray had designed two new flat rear wings which Lauda and Piquet used for but five laps each during the first day.
During the first session, Piquet's engine blew, and as Lauda was using the spare car, the Brazilian wasn't able to continue practice. On Friday morning, Lauda had his exhaust break, and in the afternoon, the same happened to Piquet followed by a broken engine. At the same time, Lauda's exhaust broke for the second time. Piquet spun on the second lap and couldn't restart, Lauda ran out of brakes on the twelfth lap.
What can one add to that, except that it was Bastille Day and not a very happy one for Ecclestone.

ATS WHEELS

ATS-Ford D2 / 03 :
Hans Stuck (D)
ATS-Ford D1 / 02 :
spare.

The team's future car may be in the throws of breaking a record : the car that has taken the longest to construct. The team has shrunk somewhat, and it's obviously a struggle to do better. There was no sign of modification on the current car. They adjusted the suspension, varied the downforce at the front and rear but in fact it's the chassis which isn't coping with the wing car effect. Hans even did a few laps without the interior side pod wing. It didn't seem to make much difference. Perhaps at Hockenheim... he didn't qualify.

TEAM ENSIGN

Ensign-Ford MN 179 :
Patrick Gaillard (F).

So, he's managed it, Patrick has had his first Grand Prix. The Ensign was scarcely changed after his non-qualification in France. Mo Nunn had fitted new skirts and a different side pod wing but it didn't make that much difference. On Thursday afternoon Gaillard left the track quite quickly and damaged his right rear suspension. The car was repaired overnight at the team's Midland base but arrived late on Friday morning because of heavy traffic around the circuit. Patrick improved his time during the afternoon session by some 2''11. A newly rebuilt Hesketh V8 was fitted for the warm-up on Saturday, but it blew up after a few laps because of wrongly fitted oil Lines. With cold tyres, Patrick passed Lammers and Fittipaldi in the first couple of laps but couldn't keep it up. *« When the tyres got hot, they caused considerable understeer. Never mind, I had a good battle with Lammers at Club. »*

TEAM MERZARIO

Merzario-Ford A4 / 01 :
Arturo Merzario (I)
Merzario-Ford A2 / 03 :
spare.

How can you but admire his courage ! His enthusiasm for motor racing has led Arturo to build (with Dall'ara) a new car. It's a real wing car, the A4, with a narrow monocoque, one central fuel tank, front and rear suspension operated by lever arms, brakes within the wheels and very much inclined radiators on either side of the cockpit. The A4 first turned a wheel at Silverstone and it wasn't without problems, in particular, a faulty fuel system. During the first official session poor Arturo did only nine laps and in the middle of the second, his engine blew up. The second non-qualifier.

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